















# On Sunset Highways

## A Book of Motor Rambles in California

BY THOS. D. MURPHY

MEMBER AUTOMOBILE CLUB OF AMERICA AND AUTOMOBILE CLUB OF  
SO. CALIFORNIA, AND AUTHOR OF

"BRITISH HIGHWAYS AND BYWAYS FROM A MOTOR CAR,"

"THREE WONDERLANDS OF THE AMERICAN WEST," ETC.

WITH SIXTEEN ILLUSTRATIONS IN COLOR FROM ORIGINAL PAINTINGS,  
MAINLY BY CALIFORNIA ARTISTS, AND FORTY DUOGRAVURES  
FROM PHOTOGRAPHS. ALSO AUTOMOBILE CLUB OF  
SOUTHERN CALIFORNIA ROAD MAP OF STATE.



BOSTON

THE PAGE COMPANY

MDCCCCXV



Copyright 1915

By THE PAGE COMPANY  
(Incorporated)

---

All Rights Reserved

---

First Impression, January, 1915

# ON SUNSET HIGHWAYS

*By the Same Author*

**British Highways and Byways from a  
Motor Car**

THIRD IMPRESSION

**WITH FORTY-EIGHT ILLUSTRATIONS AND TWO MAPS**

Sixteen Reproductions in Color, and Thirty-two Duogravures

320 Pages, 8vo, Decorated Cloth

Price (Boxed), \$3.00

---

**In Unfamiliar England With a Motor Car**

SECOND IMPRESSION

**WITH SIXTY-FOUR ILLUSTRATIONS AND TWO MAPS**

Sixteen Reproductions in Color and Forty-eight Duogravures

400 Pages, 8vo, Decorated Cloth

Price (Boxed), \$3.00

---

**Three Wonderlands of the American West**

SECOND IMPRESSION

**WITH FORTY-EIGHT ILLUSTRATIONS AND TWO MAPS**

Sixteen Reproductions in Color and Thirty-two Duogravures

180 Pages, Tall 8vo, Decorated Cloth

Price (Boxed) \$3.00 Net

---

**On Old-World Highways**

**WITH FIFTY-SIX ILLUSTRATIONS AND THREE MAPS**

Sixteen Reproductions in Color and Forty Duogravures

388 Pages 8vo. Decorated Cloth

Price, (Boxed), \$3.00 Net

---

**THE PAGE CO., BOSTON**

## Preface

It is a pleasure to turn from war-torn Europe, the theme of my previous motor-travel books, to the romantic and peaceful highways of our own Sunset Land. The wonder now is that we did not make California our goal before we crossed the ocean to find a field for motor adventure; it would have cost far less in money and yielded not less in interest and enjoyment. This will be increasingly true as California's good-road mileage expands, and in this she will speedily surpass every other state in the Union. In scenic beauty and wide variety none can equal her; nor does she lack for the charm of romantic history—statements to which I hope these pages will testify.

One can not get the best idea of this wonderful country from the railway train or even from the splendid electric system that covers most of the country surrounding Los Angeles. The motor that takes one into the deep recesses of hill and valley to infrequented nooks along the seashore and, above all, to the slopes and summits of the mountains, is surely the nearest approach to the ideal.

I do not pretend in this modest volume to have covered everything worth while in this vast state;



neither have I chosen routes so difficult as to be inaccessible to the ordinary motor tourist. I have not attempted a guide-book in the usual sense; my first aim has been to reflect by description and picture something of the charm of this favored country; but I hope that the book may not be unacceptable as a traveling companion to the motor tourist who follows us. Conditions of roads and towns change so rapidly in California that due allowance must be made by anyone who uses the book in this capacity.

In choosing the paintings to be reproduced as color illustrations, I was impressed with the wealth of material I discovered; in fact, California artists have developed a distinctive school of American landscape art. With the wealth and variety of subject matter at the command of these enthusiastic western painters, it is safe to predict that their work is destined to rank with the best produced in America—and I believe that the examples which I show will amply warrant this prediction.

In making acknowledgment to the photographers through whose courtesy I am able to present the beautiful monotones of California's scenery and historic missions, I can only say that I think that the artistic beauty and sentiment evinced in every one of these pictures entitles its author to be styled artist as well as photographer. These enthusiastic Californians—Dassonville, Pillsbury, Putnam, and Taylor—are thoroughly in love with their work and every

photograph they take has the merits of an original composition. I had the privilege of selecting, from many thousands, the examples shown in this book and while I doubt if forty pictures of higher average could be found, it must not be forgotten that these artists have hundreds of other delightful views that would grace any collection. I heartily recommend any reader of the book to visit these studios if he desires appropriate and enduring mementos of California's scenic beauty. Dasonville and Pillsbury are in San Francisco, Putnam & Valentine in Los Angeles, and Taylor in San Diego and Coronado.

Acknowledgment is also due on my behalf to the Automobile Club of Southern California for many courtesies shown me as a visiting motorist and also for the use of its splendid copyrighted state road map which appears at the end of this volume.

THE AUTHOR

January 1, 1915.



# CONTENTS

---

I	A MOTOR PARADISE.....	1
II	ROUND ABOUT LOS ANGELES.....	17
III	ROUND ABOUT LOS ANGELES.....	44
IV	ROUND ABOUT LOS ANGELES.....	63
V	THE INLAND ROUTE TO SAN DIEGO.....	87
VI	ROUND ABOUT SAN DIEGO.....	115
VII	THE IMPERIAL VALLEY AND THE SAN DIEGO BACK COUNTRY.....	133
VIII	THE SAN DIEGO COAST ROUTE.....	159
IX	SANTA BARBARA .....	192
X	SANTA BARBARA TO MONTEREY.....	214
XI	THE CHARM OF OLD MONTEREY.....	245
XII	MEANDERINGS FROM MONTEREY TO SAN FRANCISCO .....	274
XIII	TO BEAUTIFUL CLEAR LAKE VALLEY.....	303
XIV	THE NETHERLANDS OF CALIFORNIA.....	325
XV	SAN ANTONIO AND LA PURISIMA.....	346



# LIST OF ILLUSTRATIONS

---

## COLOR PLATES

	Page
THE GATE OF VAL PAISO CANYON, MONTEREY.....	
.....Frontispiece	
HILLSIDE NEAR MONTEREY .....	1
THE FORK IN THE ROAD.....	14
A CALIFORNIA TROUT STREAM.....	34
BY SUNSET SEAS.....	176
CLOISTERS, SAN JUAN CAPISTRANO.....	186
WILD MUSTARD, MIRAMAR.....	206
POPPIES AND LUPINES.....	216
OAKS NEAR PASO ROBLES.....	232
CYPRESS POINT, MONTEREY.....	245
ROBERT LOUIS STEVENSON HOUSE, MONTEREY...	254
EVENING NEAR MONTEREY.....	270
A FOREST GLADE.....	278
THE PACIFIC NEAR GOLDEN GATE.....	303
A DISTANT VIEW OF MT. TAMALPAIS .....	308
VERNAL FALLS, YOSEMITE.....	344

## DUOGRAVURES

THE BALDWIN OAKS.....	60
SAN GABRIEL MISSION.....	66
CORRIDOR, SAN FERNANDO MISSION.....	80
THE FOOTHILL BOULEVARD NEAR MONROVIA....	87
MAGNOLIA DRIVE, RIVERSIDE.....	94
CAMPANILE, PALA MISSION.....	110
SAN DIEGO MISSION.....	116
A BACK COUNTRY OAK.....	152
ROAD TO WARNER'S HOT SPRINGS.....	154

A BACK COUNTRY VALLEY.....	156
TORREY PINES, NEAR LA JOLLA.....	168
RUINS OF CHAPEL, SAN LUIS REY.....	178
ENTRANCE TO SAN LUIS REY CEMETERY.....	180
FATHER O'KEEFE AT SAN LUIS REY.....	182
A CORNER OF CAPISTRANO.....	184
ARCHES, CAPISTRANO .....	188
RUINED CLOISTERS, CAPISTRANO.....	190
RUINS OF CAPISTRANO CHURCH BY MOONLIGHT..	192
GIANT GRAPEVINE NEAR CARPINTERIA.....	198
ARCADE, SANTA BARBARA .....	200
THE OLD CEMETERY, SANTA BARBARA.....	202
THE FORBIDDEN GARDEN, SANTA BARBARA.....	204
BELL TOWER, SANTA YNEZ.....	220
A COUNTRY BYWAY.....	228
INTERIOR CHURCH, SAN MIGUEL.....	234
ARCADE, SAN MIGUEL.....	236
DRIVE THROUGH GROUNDS, DEL MONTE HOTEL..	248
SAN CARLOS BORROMEO, MONTEREY.....	258
CARMEL MISSION .....	260
CYPRESSES, POINT LOBOS .....	262
OLD CYPRESSES ON THE SEVENTEEN-MILE DRIVE, MONTEREY .....	266
CHURCH AND CEMETERY, SAN JUAN BAUTISTA..	274
BIG TREES, SANTA CRUZ.....	282
BERKELEY OAKS .....	304
A LAKE COUNTY BYWAY.....	314
ON THE SLOPES OF MT. ST. HELENA.....	318
THROUGH PINES AND REDWOODS.....	320
SAN ANTONIO DE PADUA.....	354
RUINS OF LA PURISIMA.....	360
A ROAD THROUGH THE REDWOODS.....	366

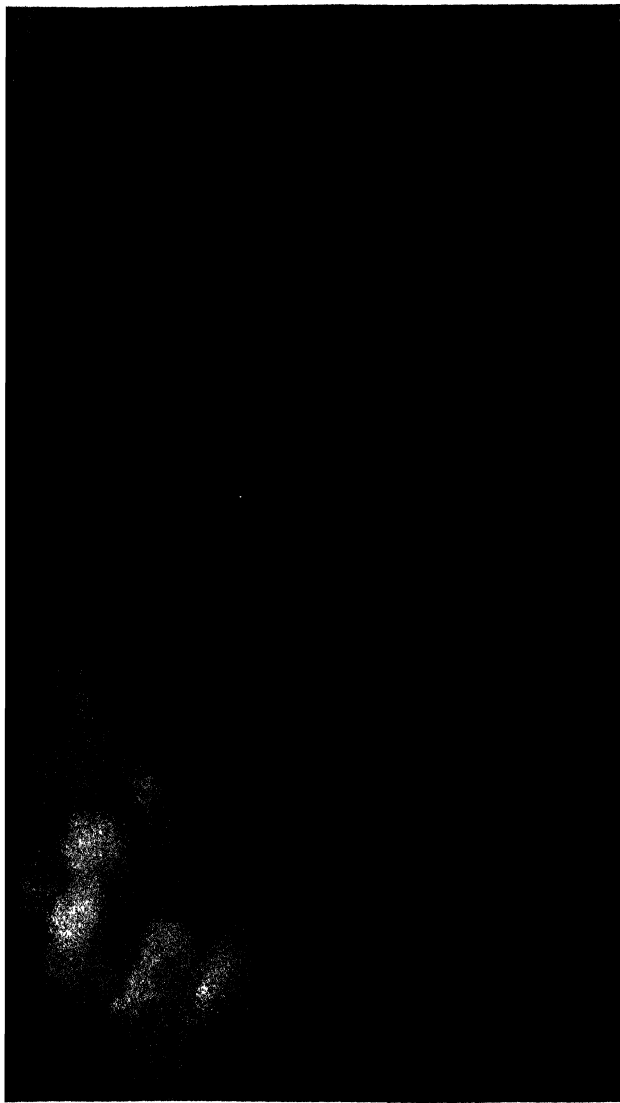
## MAPS

ROAD MAP OF CALIFORNIA .....	368
------------------------------	-----





HILLSIDE NEAR MONTEREY



# On Sunset Highways

## I

### A MOTOR PARADISE

California! The very name had a strange fascination for me long ere I set foot on the soil of the Golden State. Its romantic story and the enthusiasm of those who had made the (to me) wonderful journey to the favored country by the great ocean of the West had interested and delighted me as a child, though I thought of it then as some dim, far-away El Dorado that lay on the borders of fairyland. My first visit was not under circumstances tending to dissolve the spell, for it was on my wedding trip that I first saw the land of palms and flowers, orange groves, snowy mountains, sunny beaches, and blue seas, and I found little to dispel the rosy dreams I had preconceived. This was long enough ago to bring a great proportion of the growth and progress of the state within the scope of my own experience. We saw Los Angeles, then an aspiring town of forty thousand, giving promise of the truly metropolitan city it has since become; Pasadena was a straggling village; and

## ON SUNSET HIGHWAYS

around the two towns were wide areas of open country now teeming with ambitious suburbs. We visited never-to-be-forgotten Del Monte and saw the old San Francisco ere fire and quake had swept away its most distinctive and romantic features—the Nob Hill palaces and old-time Chinatown.

Some years intervened between this and our second visit, when we found the City of the Angels a thriving metropolis with hundreds of palatial structures and the most perfect system of interurban transportation to be found anywhere, while its northern rival had risen from debris and ashes in serried ranks of concrete and steel. A tour of the Yosemite gave us new ideas of California's scenic grandeur; there began to dawn on us vistas of the endless possibilities that the Golden State offers to the tourist and we resolved on a longer sojourn at the first favorable opportunity.

A week's stay in Los Angeles and a free use of the Pacific Electric gave us a fair idea of the city and its lesser neighbors, but we found ourselves longing for the country roads and retired nooks of mountain and beach inaccessible by railway train and tram car. We felt we should never be satisfied until we had explored this wonderland by motor—which the experience of three long tours in Europe had proven to us the only way to really see much of a country in the limits of a summer vacation.

## A MOTOR PARADISE

And so it chanced that a year or two later we found ourselves on the streets of Los Angeles with our trusty friend of the winged wheels, intent on exploring the nooks and corners of Sunset Land. We wondered why we had been so long in coming—why we had taken our car three times to Europe before we brought it to California; and the marvel grew on us as we passed out of the streets of the city on to the perfect boulevard that led through green fields to the western Venice by the sea. It is of the experience of the several succeeding weeks and of a like tour during the two following years that this unpretentious chronicle has to deal. And my excuse for inditing it must be that it is first of all a chronicle of a motor car; for while books galore have been written on California by railroad and horseback travelers as well as by those who pursued the leisurely and good old method of the Franciscan fathers, no one, so far as I know, has written of an extended experience at the steering wheel of our modern annihilator of distance.

It seems a little strange, too, for Southern California is easily the motorist's paradise over all other places on this mundane sphere. It has more cars to the population—twice over—and they are in use a greater portion of the year than in any other section of similar size in the world and probably more outside cars are to be seen on its streets and highways than in

## ON SUNSET HIGHWAYS

any other locality in the United States. The matchless climate and the ever-increasing mileage of fine roads, with the endless array of places worth visiting, insure the maximum of service and pleasure to the fortunate owner of a car, regardless of its name-plate or pedigree. The climate needs no encomiums from me, for is it not heralded and descanted upon by all true Californians and by every wayfarer, be his sojourn ever so brief?—but a few words on the wonders already achieved in road-building and the vast plans for the immediate future will surely be of interest. I am conscious that any data concerning the progress of California are liable to become obsolete overnight, as it were, but if I were to confine myself to the unchanging in this vast commonwealth, there would be little but the sea and the mountains to write about.

Los Angeles County was the leader in good roads construction and at the time of which I write had completed about three hundred and fifty miles of modern highway at a cost of nearly five million dollars. I know of nothing in Europe superior—and very little equal—to the splendid system of macadam boulevards that radiate from the Queen City of the South. The asphalted surface is smooth and dustless and the skill of the engineer is everywhere evident. There are no heavy grades; straight lines or long sweeping curves prevail throughout. Added to this is a considerable

## A MOTOR PARADISE

mileage of privately constructed road built by land improvement companies to promote various tracts about the city, one concern alone having spent more than half a million dollars in this work. Further additions are projected by the county and an excellent maintenance plan has been devised, for the authorities have wisely recognized that the upkeep of these splendid roads is a problem equal in importance with building them. This, however, is not so serious a matter as in the East, owing to the absence of frost, the great enemy of roads of this type.

San Diego County has set a like example in this good work, having expended a million and a half on her highways, and while they do not equal the model excellence of those of Los Angeles County, the foundation of a splendid system has been laid. Here the engineering problem was a more serious one, for there is little but rugged hills within the boundaries of the county. Other counties are in various stages of highway building; still others have bond issues under consideration—and it is safe to say that when this book comes from the press there will not be a county in Southern California that has not begun permanent road improvement on its own account.

I say on its own account because, whatever it does, nearly every county in the state is assured of a con-

## ON SUNSET HIGHWAYS

siderable mileage of the new state highway system now in course of construction. The bond issue of eighteen million dollars authorized by the state will complete between two and three thousand miles of modern road, most of which has already been surveyed and located. This contemplates two great trunk lines from San Diego to the northern border—one route generally following the coast and the other well inland, while branches are to connect all county seats not directly reached. California's wealth and accessibility of material—granite, asphaltum and sand—should give the maximum mileage for the money expended—estimated by a Pittsburgh highway contractor whom I chanced to meet in the Yosemite at fully twice as much as it would be in his locality.

Road improvement is active in the northern counties as well, especially about San Francisco, but I will not go into details concerning this, since the scope of my book must be largely confined to the south. It requires no prophetic power, however, to see that in mileage and excellence of permanent roads California will be unsurpassed by any state in the Union, and thus she supplies the first requisite for the motor enthusiast. And the motor enthusiast is entitled to not a little credit for the advanced state of affairs in this important public improvement. In proportion to the population, he is more numerous in Southern

## A MOTOR PARADISE

California than anywhere else in the world, not far from one hundred thousand cars being owned in the southern half of the state. It is not strange, therefore, that a strong and effective organization of motorists should be found in Los Angeles, and, indeed, the Automobile Club of Southern California is second to nothing of its kind in the whole country. This efficient body at this writing has a membership of over seven thousand and has undertaken and carried out many important enterprises of great benefit to the tourist and car owner. Everywhere within two hundred miles of Los Angeles the familiar white diamond-shaped signboard with its plain blue lettering greeted our sight, proving very often a friend in need, and we found the carefully prepared maps of the club often quite indispensable. These cover the entire state and are constantly kept up to date and supplemented with valuable information.

As a stranger, I found the club's assistance particularly useful and freely given as a courtesy to a visiting motorist and member of the Automobile Club of America. But though this courtesy was given ungrudgingly and without charge, I could not help feeling, after experiencing so many benefits from the work of the club, that I ought to become a member and I accordingly joined. And I am sure that any transient who goes to California for several weeks of motoring



## ON SUNSET HIGHWAYS

will be well repaid—and feel better about it—should his first move be to take out a membership in this live organization.

If we wanted to know the most practicable route, the condition of the road, the best way out of the city and many other details of a proposed tour, the club proved an unerring source of information. Besides this service, it does much more for its members in the way of legal advice, insurance of all kinds, and protection against persecution by petty officials of neighboring villages. It is always willing to back its members to the limit when they are right, but it has no sympathy with the foolish joy-rider and law-breaker and does all it can to discourage such practices. Largely through its influence a law was enacted by the 1913 Legislature that will afford an intelligent solution of many of the difficult problems of California motordom. The provision making the theft of a car a penitentiary offense should be a salutary check on one of the greatest troubles of the car owner. A half dozen thefts a day in Los Angeles was no uncommon occurrence and many of the stolen vehicles were found wrecked by the roadside. The law also raises the country speed limit to thirty miles an hour and takes out of the hands of local authorities the regulation of speed through villages and towns. In many smaller towns the arrest of motorists had become a

## A MOTOR PARADISE

notorious scandal, a very low speed limit being set with a view of helping out local finances by heavy fines, and the new law should do much to stop such practices. All license fees and fines collected go into the public road fund, a fact which should salve the feelings of the enthusiastic motorist who is forced to contribute. These and many minor features of this excellent law may well serve as models for legislation affecting motor cars. Unfortunately, through the machinations of politicians some of the fairest and most desirable features of the bill failed to pass, such as requiring horse-drawn vehicles, as well as autos, to carry lights and the addition of a heavy horse-power tax to the local property tax was manifestly inequitable. The club contested this double taxation in the courts but without success, and will carry the fight into future legislatures; in the meanwhile the California motorist can console himself by the reflection that the tax goes to the good cause of road maintenance.

Besides all this, the club deserves much credit for the advanced position of California in highway improvement. It has done much to create the public sentiment which made the bond issues possible and it has rendered valuable assistance in surveying and building the new roads. It has kept in constant touch with the State Highway Commission and its superior

## ON SUNSET HIGHWAYS

knowledge of the best and shortest routes has been of great service in locating the new state roads.

Another notable victory scored by the club was the opening of Yosemite National Park to automobiles. The club contended that this popular pleasure ground, lying in the confines of a state with more than one hundred thousand motor cars and including many outsiders who come solely to see the scenic wonders of the country, should not be closed to the most delightful method of visiting it. And so the matter was taken up with the Washington authorities and pushed to a successful conclusion. There is, of course, still much to be done before the trip into the park can be easily and safely accomplished by automobiles, and the club has outlined plans for building a new road by way of the Merced Valley. Of this I shall write more fully elsewhere in this book.

The club publishes a monthly magazine which has much of interest to others than motorists and Californians and I found this a great assistance in touring as well as in writing this book.

My story is to deal with three sojourns in the Sunset State during the months of April and May of consecutive years. We shipped our car by rail in care of a Los Angeles garage and so many follow this practice that the local agents are prepared to receive and properly care for the particular machines which

## A MOTOR PARADISE

they represent and the freight-forwarding companies also make a specialty of this service. On our arrival our car was ready for the road and it proved extremely serviceable in getting ourselves located. Los Angeles is the logical center from which to explore the southern half of the state and we were fortunate in securing a furnished house in a good part of the city without much delay. We found a fair percentage of the Los Angeles population ready to move out on short notice and to turn over to us their homes and everything in them—for a consideration, of course.

On our second sojourn we varied matters by taking furnished apartments, of which there are endless numbers and a great variety to choose from in the city, and if this did not prove quite so comfortable as the furnished house, it was less expensive. We also had experience with several hotels—Los Angeles is well supplied with these of all degrees of merit—and while the Angelus and Alexandra are up to the highest metropolitan standards of service and comfort, with rates to correspond, we decided that the Gates, a less pretentious but thoroughly modern establishment a little out of the crowded business center, was the most satisfactory, everything considered. It is cleanly and homelike, with an excellent, modern-priced restaurant, and there is the personal touch about the management that does much to neutralize the atmosphere of for-

## ON SUNSET HIGHWAYS

mality and commercialism that so often prevails in a hotel. I do not doubt but there are many other hotels in Los Angeles as excellent and satisfactory as the Gates and I mention it as being typical rather than with any desire to give it special preeminence.

In conducting our household we had opportunity of making comparison of the cost of living in the city and were astonished to find that in most things it was less than at home. And there are surely few places where one can live so well as in California, with its abundance of cheap fruits and garden truck of all description which an obliging Chinaman will deliver daily at your kitchen door; or, if you elect, you can drive to the city market-place on San Pedro Street and make your selection in person at first cost. Public utilities such as gas, electricity, telephone service, etc., are moderate in cost and average first-class. Fuel is appallingly high, but, thank fortune, you do not need a great deal and if fixed for it you can burn crude oil at a low cost. Automobile supplies are surprisingly cheap, due, no doubt, to the tremendous competition; gasoline, oils, tires, etc. average little more than eastern wholesale prices—if one learns where to buy, for he will not find such terms at the fashionable garage. The smaller dealers, the department stores and the purchasing clubs, get down to bed rock. The “purchasing club” is a favorite plan with many own-

## A MOTOR PARADISE

ers—the payment of a small monthly fee to the supply house entitling the “member” to practically wholesale price on gasoline and other supplies. Many of these clubs, however, are fakes and the motorist will do well to investigate before paying an advance membership fee to any such concern. The great number of cars has brought into existence innumerable garages and repair shops and there is a wide range of prices for storage and work done on cars. The down-town garages, in connection with agencies, demand high prices, but there are plenty of smaller establishments just out of the business center where charges are surprisingly low and the service entirely satisfactory.

Although California has perhaps the best all-the-year-round climate for motoring, it was our impression that the months of April and May are the most delightful for extensive touring. The winter rains will have ceased—though we found our first April a notable exception to this—and there is more freedom from the dust that becomes troublesome in some localities later in the summer. The country will be at its best—snow-caps will still linger on the higher mountains; the foothills will be green and often varied with great dashes of color—white, pale yellow, blue, or golden yellow, as some particular wild flower gains the mastery. The orange groves will be laden with golden globes and sweet with blossoms, and the roses

## ON SUNSET HIGHWAYS

and other cultivated flowers will still be in their prime. The air will be balmy and pleasant during the day, with a sharp drop towards evening that makes it advisable to keep a good supply of wraps in the car. An occasional shower will hardly interfere with one's going, even on the unimproved country road.

For there is much unimproved country road, despite all the praises I have heaped on the new highways. A great deal of our touring was over roads seldom good at their best and often quite impassable during the heavy winter rains. There were stretches of "adobe" to remind us of "gumbo" at home; there were miles of heavy sand and there were rough, stone-strewn trails hardly deserving to be called roads at all! These defects are being mended with almost magical rapidity, but California is a vast state and with all her progress it will be years before all her counties attain the Los Angeles standard. We found many primitive bridges and oftener no bridges at all, since in the dry season there is no difficulty in fording the hard-bottom streams, and not infrequently the streams themselves had vanished. But in winter these same streams are often raging torrents that defy crossing for days at a time. During the summer and early autumn months the dust will be deep on unimproved roads and some of the mountain passes will be difficult on this account. So it is easy to see that even California



THE FORK IN THE ROAD  
From Original Painting by Thos. Moran





## A MOTOR PARADISE

climate does not afford ideal touring conditions the year round. Altogether, the months of April, May, and June afford the best average of roads and weather, despite the occasional showers that one may expect during the earlier part of this period. It is true that during these months a few of the mountain roads will be closed by snow, but one can not have everything his own way, and I believe the beauty of the country and climate at this time will more than offset any enforced omissions. The trip to Yosemite is not practical during this period over existing routes, though it is to be hoped the proposed all-the-year road will be a reality before long. The Lake Tahoe road is seldom open before the middle of June, and this delightful trip can not be taken during the early spring unless the tourist is content with the railway trains.

Our three California tours covered about thirteen thousand miles, all of it—except two round trips to San Francisco—lying south of Santa Barbara. Of course we traversed some roads several times, but we visited most of the interesting points of the section—with some pretty strenuous trips, as will appear in due course of my narrative. We climbed many mountains, visited the endless beaches, stopped at the famous hotels, and did not miss a single one of the twenty or more old Spanish missions. We saw the orange

## ON SUNSET HIGHWAYS

groves and palms of Riverside and Redlands, the great oaks of Paso Robles, the queer old cypresses of Monterey, the Torrey Pines of LaJolla, the lemon groves of San Diego, the vast wheatfields of the San Joaquin and Salinas Valleys, the cherry orchards of San Mateo, the great vineyards of the Napa and Santa Rosa Valleys, the lonely beauty of Clear Lake Valley, the blossoming desert of Imperial, and a thousand other things that make California an enchanted land. And the upshot of it all was that we fell in love with the Golden State—so much in love with it that what I set down may be tinged with prejudice; but what story of California is free from this amiable defect?

## II

### ROUND ABOUT LOS ANGELES

When we first left the confines of the city we steered straight for the sunset; the wayfarer from the far inland states always longs for a glimpse of the ocean and it is usually his first objective. The road, smooth and hard as polished slate, runs for a dozen miles between green fields, with here and there a fringe of palms or eucalyptus trees and showing in many places the encroachments of rapidly growing suburbs. So seductively perfect is the road that the twenty miles slip away almost before we are aware; we find ourselves crossing the canal in Venice and are soon surrounded by the wilderness of "attractions" of this famous resort.

There is little to remind us of its Italian namesake save the wide stretch of sea that breaks into view and an occasional gondola on the tiny canal; in the main it is far more suggestive of Coney Island than of the Queen of the Adriatic. To one who has lost his boyish zeal for "shooting the shoots" and a thousand and one similar startling experiences, or whose curiosity no longer impels him toward freaks of nature and

## ON SUNSET HIGHWAYS

chambers of horror, there will be little diversion save the multifarious phases of humanity always manifest in such surroundings. On gala days it is interesting to differentiate the types that pass before one, from the countryman from the inland states, "doing" California and getting his first glimpse of a metropolitan resort, to the fast young sport from the city, to whom all things have grown common and blase and who has motored down to Venice because he happened to have nowhere else to go. Venice seems to be one of the favorite haunts of the latter class and their drunken joy-rides have resulted in many wrecks on the fine highways leading to the city. On our first trip we passed a badly disabled car by the roadside and saw several others at various times later. Most of this sorry business occurs in the small hours of the night, making it exceedingly difficult for the police to deal with. In case of one wreck, for instance, in which several were injured and a large car was burned, the parties were spirited away before the officers reached the scene of the disaster, to keep their names from the public.

But to return from this little digression—and my reader will have to excuse many such, perhaps, when I get on "motorological" subjects—I was saying that we found little to interest us in the California Venice save odd specimens of humanity—and no doubt we

ourselves reciprocated by affording like entertainment to these same odd specimens. After our first trip or two—and the fine boulevards tempted us to a good many—we usually slipped into the narrow “Speedway” connecting the town with Ocean Park and Santa Monica. Why they call it the Speedway I am at a loss to know, for it is barely a dozen feet wide in places and intersected with alleys and streets every few feet, so that the limit of fifteen miles is really dangerously high. The perfect pavement, however, made it the most comfortable route—though there may be better now—and it also takes one through the liveliest part of Ocean Park, another resort very much like Venice and almost continuous with it. These places are full of hotels and lodging-houses, mostly of the less pretentious and inexpensive class, and they are filled during the winter season mainly by Eastern tourists. In the summer the immense bathing beaches attract crowds from the city. The Pacific Electric brings its daily contingent of tourists and the streets are constantly crowded with motors—sometimes hundreds of them. All of which contribute to the animation of the scene in these popular resorts.

In Santa Monica we found quite a different atmosphere; it is a residence town with no “amusement” features and few hotels, depending on its neighbors for these useful adjuncts. It is situated on an eminence

## ON SUNSET HIGHWAYS

overlooking the Pacific and to the north lie the blue ranges of the Santa Monica Mountains, visible from every part of the town. Ocean Drive, a broad boulevard, skirts the edge of the promontory, screened in places by rows of palms, through which flashes the blue expanse of the sea. At its northern extremity the drive drops down a sharp grade to the floor of the canyon, which opens on a wide, sandy beach—one of the cleanest and quietest to be found so near Los Angeles.

This canyon, with its huge sycamores and clear creek brawling over the smooth stones, had long been an ideal resort for picnic parties, but in the course of a single year we found it much changed. The hillside had been terraced and laid out with drives and here and there a summer house had sprung up, fresh with paint or stucco. The floor of the valley was also platted and much of the wild-wood effect already gone. All this was the result of a great "boom" in Santa Monica property, largely the work of real estate promoters. Other additions were being planned to the eastward and all signs pointed to rapid growth of the town. It already has many fine residences and cozy bungalows embowered in flowers and shrubbery, among which roses, geraniums and palms of different varieties predominate.

Leaving the town, we usually followed the high-

## ROUND ABOUT LOS ANGELES

way leading through the grounds of the National Soldiers' Home, three or four miles toward the city. This great institution, in a beautiful park with a wealth of semi-tropical flowers and trees, seemed indeed an ideal home for the pathetic, blue-coated veterans who wandered slowly about the winding paths. The highway passes directly through the grounds and one is allowed to run slowly over the network of macadam driveways which wind about the huge buildings. At the time of which I write, there were some thirty-five hundred old soldiers in the Home, few of whom had not reached the age of three score and ten. Their infirmities were evidenced by the slow and even painful manner in which many moved about, by the crowded hospitals, and the deaths—which averaged three daily. True, there were some erect, vigorous old fellows who marched along with something of the spirit that must have animated them a half century ago, but they were the rare exceptions. Visitors are welcomed and shown through all the domestic arrangements of the Home; the old fellows are glad to act in the capacity of guides, affording them, as it does, some relief from the monotony of their daily routine. So perfect are the climatic conditions and so ideally pleasant the surroundings that it seems a pity that the veterans in all the Homes over the country might not be gathered here. We were told



## ON SUNSET HIGHWAYS

that this plan is already in contemplation, and it is expected, as the ranks of the veterans are decimated, to finally gather the remnant here, closing all other soldiers' homes. It is to be hoped that the consummation of the plan may not be too long delayed, for surely the benign skies and the open-air life would lengthen the years of many of the nation's honored wards.

We passed through the grounds of the Home many times and stopped more than once to see the aviary—a huge, open-air, wire cage filled with birds of all degrees, from tiny African finches half the size of sparrows to gorgeous red, blue, green, and mottled parrots. Many of these were accomplished conversationalists and it speaks well for the old boys of the Home that there was no profanity in the vocabulary of these queer denizens of the tropics. This and other aviaries which we saw impressed upon us the possibilities of this pleasant fad in California, where the birds can live the year round in the open air in the practical freedom of a large cage.

Returning from the Home one may follow Wilshire Boulevard, which enters the most pretentious section of the city, surrounding the beautiful little West Lake Park; or he may turn into Sunset Boulevard and pass through Hollywood. A short distance from the Home is Beverly Hills, with its immense

## ROUND ABOUT LOS ANGELES

hotel—a new resort town where many Los Angeles citizens have summer residences. A vast deal of work has been done by the promoters of the town; the well-paved streets are bordered with roses, geraniums, and rows of palm trees, all skillfully arranged by the landscape-gardener. It is a pretty place, though it seemed to us that the sea winds swept it rather fiercely during several of the visits we made. Another unpleasant feature was the groups of oil derricks which dot the surrounding country, though these will doubtless some time disappear with the exhaustion of the fields. The hotel is of a modified mission type, with solid concrete walls and red tile roof, and its surroundings and appointments are up to the famous California standard at such resorts.

Hollywood is now continuous with the city, but it has lost none of that tropical beauty that has long made it famous. Embowered in flowers and palms, with an occasional lemon grove, its cozy and in some cases palatial homes never fail to charm the newcomer. Once it was known as the home of Paul de Longpre, the flower painter, whose Moorish-looking villa was the goal of the tourist and whose gorgeous creations were a never-failing wonder to the rural art critic. Alas, the once popular artist is dead and his art has been discredited by the wiseacres; he was “photographic”—indeed, they accused him of pro-

## ON SUNSET HIGHWAYS

ducing colored photographs as original compositions. But peace be to the painter's ashes—whether the charge of his detractors be true or not, he delighted thousands with his highly colored representations of the blooms of the Golden State. His home and gardens have undergone extensive changes and improvements and it is still one of the show places of the town.

The Hollywood school buildings are typical of the substantial and handsome structures one sees everywhere in California; in equipment and advanced methods her schools are not surpassed by any state in the Union.

Sunset Boulevard, skirting the foothills that crowd up to the northern boundary of Los Angeles, was often our homeward route from Hollywood. So rapid is the march of improvement in this section of the city that it would be folly to write of it in a book—all would be obsolete before it could come from the press.

No stretch of road in California—and that is almost saying in all the world—is more tempting to the motorist than the twenty miles between Los Angeles and Long Beach. Broad, nearly level, and almost straight away, with perfect surface and not a depression to jolt or jar a swiftly speeding car, Long Beach Boulevard would put even a five-year-old model on

its mettle. It is only the knowledge of frequent arrests and heavy fines that keeps one in reasonable bounds on such an ideal speedway and gives leisure to contemplate the prosperous farming lands on either side. Sugar beets, beans, and small grains are all green and thriving, for most of the fields are irrigated. There is an occasional walnut grove along the way and in places the road is bordered with ranks of tall eucalyptus trees, stately and fragrant. Several fine suburban "estates" adjoin the boulevard and it is doubtless destined to be solidly bordered with such.

Long Beach is the largest of the suburban seaside towns and is more a place of homes than its neighbor, Venice. Its beach and amusement concomitants are not its chief end of existence; it is a thriving city of pretty—though in the main unpretentious—homes bordering upon broad, well-paved streets, and it has a substantial and handsome business center. You will especially note its churches, some of them imposing stone structures that would do credit to the metropolis. Religious and moral sentiment is strong in Long Beach; it is a "dry" town, having abolished saloons by an overwhelming vote, even refusing to license its big resort hotel, the Virginia, despite the representations that such a policy would drive away considerable patronage. The town is preeminently the haven of a large number of eastern people who

## ON SUNSET HIGHWAYS

come to California for a considerable stay—as cheaply as it can possibly be done—and there are many lodging-houses and cottages to supply this demand. And it is surprising how economically and comfortably many of these people pass the winter months in the town and how regularly they return year after year. Many others have become permanent residents and among them you will find the most enthusiastic and uncompromising “boosters” for the town—and California. And, indeed, Long Beach is an ideal place for one to retire and take life easily; the climate is even more equable than that of Los Angeles; frost is almost unknown and the summer heat is tempered by the sea. The church and social activities appeal to many and the seaside amusement features are a good antidote for ennui. There are not a few old fellows who fall into a mild dissipation of some sort at one or the other of the catch-penny affairs along the promenade. I was amused at one of these—a grizzled old veteran, who confessed to being upwards of seventy—who could not resist the fascination of the shooting galleries; and I knew another well over eighty who was a regular bather in the surf all through the winter months.

A little to the east of Long Beach is Naples, another of the seaside towns, which has recently been connected with Long Beach by a fine boulevard. It

## ROUND ABOUT LOS ANGELES

gives promise of becoming a very pretty place, though at present it does not seem much frequented by tourists. About equally distant to the westward is San Pedro, the port of Los Angeles, and really a part of the city, a narrow strip some two miles wide connecting the village and metropolis. This was done to make Los Angeles an actual seaport and to encourage the improvement of San Pedro Harbor. The harbor is largely artificial, being enclosed by a huge stone breakwater built by the Government. The ocean is cut off by Catalina Island, which shelters San Pedro to some extent from the effects of heavy storms and makes the breakwater practicable. Still, it lacks the natural advantages of San Diego Harbor, for instance, and the distance—about twenty miles—to the main part of the city makes it doubtful whether it will ever be a port of first magnitude, though much has been prophesied upon the opening of the Panama Canal. A broad boulevard now joins the widely separated parts of the city and a large proportion of the freight traffic goes over this in motor trucks, which, I was told, give cheaper and quicker service than the steam railroad. From San Pedro sail the Catalina and other excursion steamers and also the palatial boats which ply between Los Angeles and San Francisco. It is visited by tourists only as a port of arrival or departure, the town itself having nothing to inter-

## ON SUNSET HIGHWAYS

est or detain one. The boulevard to the north leads directly into Main Street of Los Angeles; it is nearly level and passes through a rather unattractive country.

The new boulevard from San Pedro to Redondo, however, has quite enough of beauty to atone for any lack of it on the way to the harbor town from the city, especially if one is fortunate in the day. In spring-time the low rounded hills on either side are covered with verdure—meadows and grain fields—and these are spangled with great dashes of blue flowers, which in some places have almost gained the mastery. The perfect road sweeps along the hillsides in wide curves and easy grades and there is little to hinder one from giving rein to the motor if he so elects. But we prefer an easy jog, pausing to gather a handful of the violet-blue flowers and to contemplate the glorious panorama which spreads out before us. Beyond a wide plain lie the mountain ranges, softened by a thin blue haze through which snow-capped summits gleam in the low afternoon sun. As we come over the hill just before reaching Redondo, the Pacific breaks into view—deep violet near the shore and shimmering blue out toward the horizon.

We enter the town by the main street, which follows the shore high above the sea and is bordered by many pleasant cottages almost hidden in flowers. It is one of the most beautifully situated of the coast

## ROUND ABOUT LOS ANGELES

towns, occupying a sharply rising hill which slopes down to a fine beach. On the bluff we pass a handsome park—its banks ablaze with amethyst sea moss—and the grounds of Hotel Redondo, elaborately laid out and filled with semi-tropical plants and flowers, favored by the frostless climate. The air is redolent with fragrance, borne to us on the fresh sea-breeze and, altogether, our first impressions of Redondo are favorable indeed—nor has further acquaintance reversed our judgment.

There are the customary resort features, though these are not so numerous or extensive as at Venice. Still, Redondo is not free from the passion for the superlative everywhere prevalent in California, and proudly boasts of the "largest warm salt-water plunge on earth and the biggest dancing pavilion in the state." There is a good deal of fishing off shore, red deep-sea bass being the principal catch. Moonstones and variegated pebbles are common on the beach and there are shops for polishing and setting these in inexpensive styles. If you are not so fortunate as to pick up a stone yourself, you will be eagerly supplied with any quantity by numerous small urchins, for a slight consideration.

Redondo is not without commercial interest, for it is an important lumber port and a supply station for the oil trade. There are car shops and mills of vari-



## ON SUNSET HIGHWAYS

ous kinds. Another industry which partakes quite as much of the aesthetic as the practical is evidenced by the acres of sweet peas and carnations which bloom profusely about the town.

In returning from Redondo to the city we went oftenest over the new boulevard by the way of Inglewood, though we sometimes followed the coast road to Venice, entering by Washington Street. These roads were not as yet improved, though they were good in summer time. Along the coast between Redondo and Venice one passes Hermosa and Manhattan Beaches and Playa del Rey, three of the less frequented resorts. They are evidently building on expectations rather than any great present popularity; a few seaside cottages perched on the shifting sands are about all there is to be seen and the streets are mere sandy trails whose existence in some cases you would never suspect were it not for the signboards. We stuck closely to the main streets of the towns which, in Manhattan, at least, was pretty hard going. It is a trip that under present conditions we would not care to repeat, but when a good boulevard skirts the ocean for the dozen miles between these points, it will no doubt be one of the popular runs.

I have written chiefly of the better-known coast towns, but there are many retired resorts which are

## ROUND ABOUT LOS ANGELES

practically deserted except for the summer season. One may often find a pleasant diversion in one of these places on a fine spring day before the rush comes—and if he goes by motor, he can leave at his good pleasure, should he grow weary, in sublime indifference to railroad or stage time-tables. A Los Angeles friend who has a decided penchant for these retired spots proposed that we go to Newport Beach one Saturday afternoon and we gladly accepted his guidance, having no very clear idea ourselves of the whereabouts of Newport Beach.

We followed him out Stevenson Boulevard into Whittier Road, a newly built highway running through a fertile truck-gardening country to the pleasant village founded by a community of Quakers who named it in honor of their beloved poet. One can not help thinking how Whittier himself would have shrunk from such notoriety, but he would have no reason to be ashamed of his namesake could he see it to-day—a thriving, well-paved town of some six thousand people. It stands in the edge of a famous orange-growing section, which extends along the highway for twenty miles or more and which produces some of the finest citrus fruit in California. Lemon and walnut groves are also common and occasional fig and olive trees may be seen. The bronze-green trees, with their golden globes and sweet blos-

## ON SUNSET HIGHWAYS

soms, crowd up to the very edge of the highway for miles—with here and there a comfortable ranch-house.

We asked permission to eat our picnic dinner on the lawn in front of one of these, and the mistress not only gladly accorded the privilege, but brought out rugs for us to sit upon. A huge pepper tree screened the rays of the sun; an irrigating hydrant supplied us with cool crystal water; and the contents of our lunch-baskets, with hot coffee from our thermos bottles, afforded a banquet that no hotel or restaurant could equal.

Further conversation with the mistress of the ranch developed the fact that she had come from our home state, and we even unearthed mutual acquaintances. We must, of course, inspect the fine grove of seven acres of Valencias loaded with fruit about ready for the market. It was a beautiful grove of large trees in prime condition and no doubt worth five or six thousand dollars per acre. The crop, with the high prices that prevailed at that time, must have equaled from one-third to half the value of the land itself. Such a ranch, on the broad, well-improved highway, certainly attains very nearly the ideal of fruit-farming and makes one forget the other side of the story—and we must confess that there is another side to the story of citrus fruit-farming in California.

## ROUND ABOUT LOS ANGELES

The fine road ended abruptly when we entered Orange County, a few miles beyond Whittier, for Orange County had done little as yet to improve her highways, and we ran for some miles on an old oiled road which for genuine discomfort has few equals. One time it was thought that the problem of a cheap and easily built road was solved in California—simply sprinkle the sandy surface with crude oil and let it pack down under traffic. This worked very well for a short time until the surface began to break into holes, which daily grew larger and more numerous until no one could drive a motor car over them without an unmerciful jolting. And such was the road from Fullerton to Santa Ana when we traversed it, but such it will not long remain, for Orange County has voted a million and a quarter to improve her roads and she will get her share of the new state highway system as well. Santa Ana is a quiet town of ten thousand, depending on the fruit-raising and farming country that surrounds it. It is a cozy place, its wide avenues shaded by long rows of peppers and sycamores and its homes embowered by palms and flowers. Almost adjoining it to the northeast is the beautiful village of Orange—rightly named, for it is nearly surrounded by a solid mass of orange and lemon groves. In the center of its business section is a park, gorgeous with palms and flowers. The

## ON SUNSET HIGHWAYS

country about must be somewhat sheltered, for it escaped the freeze of 1913 and was reveling in prosperity with a great orange and lemon crop that year.

Just beyond the mountain range to the east is Orange County Park, which we visited on another occasion. It is a fine example of the civic progress of these California communities in providing pleasure grounds where all classes of people may have inexpensive and delightful country outings. It is a virgin valley, shaded by great oaks and sycamores and watered by a clear little river, the only departure from nature being the winding roads and picnic conveniences. There are many beautiful camping sites, which are always occupied during the summer. Beyond the park the road runs up Silverado Canyon, following the course of the stream, which we forded many times. It proved rough and stony, but this was atoned for many times over by the sylvan beauty of the scenes through which we passed. The road winds through the trees, which overarch it at times, and often comes out into open glades which afford views of the rugged hills on either hand. We had little difficulty in finding our way, for at frequent intervals we noted signs, "To Modjeska's Ranch," for the great Polish actress once had a country home deep in the hills and owned a thousand-acre ranch at the head of Silverado Canyon. Here about thirty years ago she used to



A CALIFORNIA TROUT STREAM  
From Original Painting by Thos. Moran



## ROUND ABOUT LOS ANGELES

come for rest and recreation, but shortly before her death sold the ranch to the present owners, the "Modjeska Country Club." It is being exploited as a summer resort and is open to the public generally. A private drive leads some three or four miles from the public road to the house, which is sheltered under a clifflike hill and surrounded by a park ornamented with a great variety of trees and shrubs. This was one of Modjeska's fads and her friends sent her trees and plants from every part of the world, one of the most interesting being a Jerusalem thorn, which appears to thrive in its new habitat. The house was designed by Stanford White—an East-Indian bungalow, we were told, but it impresses one as a crotchety and not very comfortable domicile. The actress entertained many distinguished people at the Forest of Arden, as she styled her home, among them the author of "Quo Vadis," who, it is said, wrote most of that famous story here. The place is worth visiting for the beauty of its surroundings as well as its associations. A great many summer cottages are being built in the vicinity and in time it will no doubt become a popular resort, and, with a little improvement in the canyon road, a favorite run for motorists.

Leaving "Arden," we crossed the hills to the east, coming into the coast highway at El Toro, a rather strenuous climb that was well rewarded by the mag-



## ON SUNSET HIGHWAYS

nificent scenes that greeted us from the summit. The wooded canyon lay far beneath us, diversified by a few widely separated ranch-houses and cultivated fields, with the soft silver-gray blur of a great olive grove in the center. It was shut in on either side by the rugged hill ranges, which gradually faded into the purple haze of distance. The descent was an easy glide over a moderate grade, the road having been recently improved. At the foot of the grade we noticed a road winding away among the hills, and a sign, "To the silver mines," where we were told silver is still mined on a considerable scale.

I have departed quite a little from the story of our run to Newport Beach, but I hope the digression was worth while. From Santa Ana a poor road running nearly south took us to our destination. It was deserted save for a few shopkeepers and boarding-house people who stick to their posts the year round. There was a cheap-looking hotel with a number of single-room cottages near by. We preferred the latter and found them clean and comfortable, though very simply furnished. The meals served at the hotel, however, were hardly such as to create an intense desire to stay indefinitely and after our second experience we were happy to think that we had a well-filled lunch-basket with us. The beach at Newport is one of the finest to be found anywhere—a stretch of smooth, hard sand

## ROUND ABOUT LOS ANGELES

miles long and quite free from the debris which disfigures the more frequented places. We were greeted by a wide sweep of quiet ocean, with the dim blue outlines of Santa Catalina just visible in the distance. To the rear of the beach lies the lagoonlike bay, extending some miles inland and surrounding one or two small islands covered with summer cottages. Eastward is Balboa Beach and above this rise the rugged heights of Corona Del Mar. A motor boat runs between this point and Newport, some five or six miles over the green, shallow waters of the bay. We proved the sole passengers for the day and after a stiff climb to the heights found ourselves on a rugged and picturesque bit of coast. Here and there were great detached masses of rock, surrounded by smooth sand when the tide was out, and pierced in places by caves. We scrambled down to the sand and found a quiet, sheltered nook for our picnic dinner—which was doubly enjoyable after the climb over the rocks and our partial fast at the hotel. Late in the afternoon we found our boat waiting at the wharf at Corona and returned to Newport in time to drive to Los Angeles before nightfall.

Newport is only typical of several retired seaside resorts—Huntington Beach, Bay City, Court Royal, Clifton, Hermosa, Playa del Rey, and others, nearly all of which may be easily reached by motor and

## ON SUNSET HIGHWAYS

which will afford many pleasant week-end trips similar to the little jaunt to Newport which I have sketched.

And one must not forget Avalon—in some respects the most unique and charming of all, though its position on Santa Catalina, beyond twenty miles of blue billows, might logically exclude it from a motor-travel book. There are only twenty-five miles of road in the island—hardly enough to warrant the transport of a motor, though I believe it has been done. But no book professing to deal with Southern California could omit Avalon and Catalina—and the motor played some part, after all, for we drove from Los Angeles to San Pedro and left the car in a garage while we boarded the Cabrillo for the enchanted isle. We were well in advance of the “season,” which invariably fills Avalon to overflowing, and were established in comfortable quarters soon after our arrival. The town is made up largely of cottages and lodging-houses, with a mammoth hotel on the sea front. It is situated on the crescent-shaped shore of a beautiful little bay and climbs the sharply rising hill to the rear in flower-covered terraces.

There is not much to detain the casual visitor in the village itself, especially in the dull season; no doubt there is more going on in the summer, when vacationists from Los Angeles throng the place. The

deserted "tent city"—minus the tents—the empty pavilion, the silent dance hall and skating-rink, all mutely testify of livelier things than we are witnessing as we saunter about the place.

But there is one diversion for which Catalina is famous and which is not limited to the tourist season—here is the greatest game fishing—"ground" in the world, where even the novice, under favorable conditions, is sure of a catch of which he can boast all the rest of his life. Our friend who accompanied us was experienced in the gentle art of Ike Walton as practiced about the Isle of Summer, and before long had engaged a launch from one of the numerous "skippers" who were lounging about the pier. We were away early in the morning for Ship Island, near the isthmus, where the great kelp beds form a habitat for yellowtail and bass, which our skipper assured us were being caught daily in considerable numbers. Tuna, he said, were not running—and he really made few promises for a fisherman. Our boat was a trim, well-kept little craft, freshly painted and scoured and quite free from the numerous smells that so often cling about such craft and assist in bringing on the dreaded mal de mer. Fortunately, we escaped this distressing malady; by hugging the shore we had comparatively still water and when we reached our destination we found the sea quiet and glassy—a glorious day—and

## ON SUNSET HIGHWAYS

our skipper declared the conditions ideal for a big catch. Our hooks were baited with silvery sardines—not the tiny creatures such as we get in tins, but some six or eight inches in length—and we began to circle slowly above the kelp beds near Ship Rock. Before long one of the party excitedly cried, “A strike!” and the boat headed for the open water, since a fish would speedily become entangled in the kelp and lost.

There are few more exciting sports than bringing a big yellowtail to gaff, for he is one of the gamest of sea fighters, considering his size. At first he is seized with a wild desire to run away and it means barked knuckles and scorched fingers to the unwary fisherman who lets his reel get out of control. Then begins a long struggle—a sort of seesaw play—in which you gain a few yards on your catch only to lose it again and again. Suddenly your quarry seems “all in,” and he lets you haul him up until you get a glimpse of his shining sides like a great opal in the pale green water. The skipper seizes his gaff and you consider the victory won at last—you are even formulating the tale you are going to tell your eastern friends, when—presto, he is away like a flash. Your reel fairly buzzes while three hundred yards of line is paid out and you have it all to do over again. But patience and perseverance at last win—if your tackle does not break—

## ROUND ABOUT LOS ANGELES

and the fish, too exhausted to struggle longer, is gaffed and brought aboard by the skipper, who takes great delight in every catch, since a goodly showing at the pier is an excellent advertisement for himself and his boat.

By noon we had three fine yellowtails and a number of rock bass to our credit and were quite ready for the contents of our lunch-baskets. We landed on the isthmus—the narrow neck of land a few hundred feet in width about the center of the island—and found a pleasant spot for our luncheon. In the afternoon we had three more successful battles with the gamey yellowtails—and, of course, the usual number “got away.” Homeward bound, we had a panorama of fifteen miles of the rugged island coast—bold, barren cliffs overhanging deep blue waters and brown and green hills stretching along dark little canyons running up from the sea. In rare cases we saw a cottage or two in these canyons and in places the hillsides were dotted with wild flowers, which bloom in great variety on the island. At sunset we came into the clear waters of Avalon Harbor and our skipper soon proudly displayed our catch on the pier.

After dinner we saw a curious spectacle down at the beach—thousands of flying fish attracted and dazzled by the electric lights were darting wildly over the waters and in some instances falling high and dry

## ON SUNSET HIGHWAYS

on the sands. On the pier were dozens of men and boys with fish spears attached to ropes and they were surprisingly successful in taking the fish with these implements. They threw the barbed spear at the fish as they darted about and drew it back with the rope, often bringing the quarry with it. The fish average about a foot in length and, we were told, are excellent eating. They presented a beautiful sight as thousands of them darted over the dark waters of the bay, their filmy, winglike fins gleaming in the electric lights.

Besides fishing, the sportsman can enjoy a hunt if he chooses, for wild goats are found in the interior, though one unacquainted with the topography of the island will need a guide and a horse. The country is exceedingly rugged and wild, there are few trails, and cases are recorded of people becoming hopelessly lost. We had no time for exploring the wilds of the interior and perhaps little inclination. On the morning before our homeward voyage we went out to the golf links lying on the hillsides above the town, not so much for the game—on my part, at least, for I had become quite rusty in this royal sport and Avalon links would be the last place in the world for a novice—as for the delightful view of the town and ocean which the site affords. Below us lay the village, bending around the crescent-shaped bay which gleamed through the gap

## ROUND ABOUT LOS ANGELES

in the hills, so deeply, intensely blue that I could think of nothing so like it as lapis lazuli—a solid, still blue that hardly seemed like water. After a few strokes, which sent the balls into inaccessible ravines and cactus thickets, I gave it up and contented myself with watching my friend struggle with the hazards—and such hazards! Only one who has actually tried the Avalon links can understand what it means to play a round or two of the nine holes; but, after all, the glorious weather, the entrancing view, and the lovely, smooth-shaven greens will atone for a good many lost balls and no devotee of golf who visits the island should omit a game on the Avalon links.



### III

#### ROUND ABOUT LOS ANGELES

Our rambles described in the preceding chapter were confined mainly to the coast side of the city, but there is quite as much to attract and delight the motorist over toward the mountains. Nor are the mountains themselves closed to his explorations, for there are a number of trips which he may essay in these giant hills, ranging from an easy upward jog to really nerve-racking and thrilling ascents. Remember I am dealing with the motor car, which will account for no reference to famous mountain trips by trolley or mule-back trail, familiar to nearly every tourist in California. Of our mountain jaunts in the immediate vicinity of Los Angeles we may refer to two as being the most memorable and as representing the two extremes referred to.

Lookout Mountain, one of the high hills of the Santa Monica Range near Hollywood, has a broad, smooth, beautifully engineered road winding in graceful loops to the summit. It passes many wooded canyons and affords frequent glimpses of charming scenery as one ascends. Nowhere is the grade heavy—a high-gear

## ROUND ABOUT LOS ANGELES

proposition for a well-powered car—and there are no narrow, shelflike places to disturb one's nerves. The ascent begins through lovely Laurel Canyon out of flower-bedecked Hollywood, and along the wayside are many attractive spots for picnic dinners. At one of these, fitted with tables and chairs, and sheltered by a huge sycamore, we paused for luncheon, with thanks to the enterprising real estate dealer who maintains the place for public use.

From Lookout Point one has a far-reaching view over the wide plain surrounding the city and can get a good idea of the relative location of the suburban towns. The day we chose for the ascent was not the most favorable, the atmosphere being anything but clear. The orange groves of Pasadena and San Gabriel were half hidden in a soft blue haze and the seaside view was cut off by a low-hanging fog. To the north the Sierras gleamed dim and ghostly through the smoky air, and the green foothills lent a touch of subdued color to the foreground. At our feet lay the wide plain between the city and the sea, studded with hundreds of unsightly oil derricks, the one eye-sore of an otherwise enchanting landscape. Descending, we followed a separate road down the mountain the greater part of the distance, thus avoiding the necessity of passing other cars on the steeper grades near the summit.

## ON SUNSET HIGHWAYS

Near the close of our second tour we were seized with the desire to add the ascent of Mount Wilson to our experiences. We had by this time climbed dozens of passes and had begun to consider ourselves experienced motor mountaineers. We had often noted from Foothill Boulevard the brown line of road running in sharp angles up the side of the mountain and little anticipated that this ascent would be more nerve-racking than Arrowhead or St. Helena. We deferred the trip for a long time in hopes of a perfectly clear day, but perfectly clear days are rare in California during the summer time. Dust, fog, and other conditions combine to shroud the distance in a soft haze often pleasing to the artistic sense but fatal to far-away views. The Mount Wilson road had been opened to motor cars only a short time previous to our ascent. It had been in existence some time as a rough wagon trail, constructed to convey the materials and instruments for the Carnegie Observatory to the summit. A private company rebuilt the trail and opened a resort hotel on the mountain. The entrance is through a tollgate just north of Pasadena and the distance from that point to the hotel is about nine and one-half miles. As the mountain is about six thousand feet in height, the grade averages ten per cent, though in places it is much steeper. The roadway is not wide enough for vehicles to pass, but there are several turn-

## ROUND ABOUT LOS ANGELES

outs to each mile and when cars meet between these, the one going up must back to the nearest passing-place.

Entering through the tollgate, we ran down a sharp declivity to a high bridge across the canyon, where the ascent begins; and from that point to the summit there is scarcely a downward dip. A narrow shelf, with barely a foot or two between your wheels and the precipice—pitching upward at a twenty per cent angle—greeted you at the very outstart. The road runs along the edge of bald, bare cliffs which fling their jagged points hundreds of feet above and fall sheer—not infrequently—a thousand or more beneath. Every few rods it makes a sharp turn, so sharp that sometimes we had to back at these corners to keep the outer wheels from the edge—a difficulty greatly increased by our long wheel base. Our motor, which usually runs quite cool, began to boil and kept it up steadily until we stopped at the summit. A water supply is found every two or three miles, without which few cars could make the ascent. It will be low-gear work generally, even for powerful motors—not so much on account of the grade as the frequent “hairpin” turns. And we were more and more impressed that no one should undertake the climb without first being assured that his car is in first-class condition throughout—par-

## ON SUNSET HIGHWAYS

ticularly the tires, since a change would be a pretty difficult job on many of the grades.

As we continued our ascent we became dimly aware of the increasing grandeur of the view far below us. I say dimly aware, for the driver could cast only furtive glances from the road, and the nervous people in the rear seat refused even to look downward from our dizzy perch. So we stopped momentarily at a few of the wider turns, but we found—as on Lookout—the blue haze circumscribed the distant view. Just beneath us, a half mile or more downward, stretched a tangle of wooded canyons and beyond these the low green foothills. Pasadena and the surrounding orange-grove country lay below us like a map, the bronze-green trees glistening in the subdued sunlight. Los Angeles seemed a silver-gray blur, and the seacoast and Catalina, which can be seen on the rare clear days, were entirely obliterated. Not all of the road was such as I have described. About midway for a mile or two it wound through forest trees and shrubbery, the slopes glowing with the purple bloom of the mountain lilac.

There was little at the summit to interest us after we completed our strenuous climb. Visitors are not admitted to the Carnegie Solar Observatory, as to the Lick institution on Mount Hamilton; and the hotel, having recently burned, had been replaced tempo-

## ROUND ABOUT LOS ANGELES

rarily with a wood-and-canvas structure. Plans were completed for a new concrete building and we were told that practically all the material would be brought up the trail on burros. The view from the summit was largely obscured by the hazy condition of the atmosphere, but near at hand to the north and east a wild and impressive panorama of mountain peaks and wooded canyons greeted our vision. The night view of the plain between the mountains and sea, we were told, is the most wonderful sight from Mount Wilson. Fifty cities and towns can be seen, each as a glow of light varying in size and intensity, from the vast glare of Los Angeles to the mere dot of the country village.

We did not care to remain for the night and as we ate our luncheon on the veranda of the makeshift hotel, we were anxiously thinking of the descent. We had been fortunate in meeting no one during our climb; would we be equally lucky in going down? Only one other car had come up during the day, a big six-cylinder, steaming like a locomotive; the driver removed the radiator cap and a boiling geyser shot twenty feet in the air. A telephone message told us the road was clear at the time of starting and we were happy that it remained so during the hour and a quarter consumed in the nine-mile downward crawl. It proved as strenuous as the climb and the occupants of the rear seat were on the verge of hys-

## ON SUNSET HIGHWAYS

terics most of the time. Brakes were of little use—the first few hundred yards would have burned them up—and we depended on “compression” to hold back the car, the low gear engaged and power cut off. All went well enough until we came to sharp turns where we must reverse and back up to get around the corner. It was a trying experience—not necessarily dangerous (as the road company’s folder declares) if one exercises extreme caution, keeps the car in perfect control, and has no bad luck such as a broken part or bursting tire. Down we crept, anxiously noting the mileposts, which seemed an interminable distance apart, or furtively glancing at the ten-inch strip between our outer wheels and “a thousand feet in depth below,” until at last the welcome toll-gate hove in sight with the smooth stretches of the Altadena Boulevard beyond.

“I hope you enjoyed your trip,” cheerily said the woman who opened the gate.

“No, indeed,” came from the rear seat. “It was simply horrid—I don’t ever want to come near Mount Wilson again as long as I live!” and relief from the three-hours’ tension came in a burst of tears.

But she felt better about it after a little as we glided along the fine road leading through Altadena into the orange groves and strawberry beds around Glendale, and purchased a supply of the freshly

gathered fruit. But even to this day I have never been able to arouse a spark of enthusiasm when I speak of a second jaunt up Mount Wilson, for which I confess a secret hankering. No doubt the road has been vastly improved and I fancy the trip would seem far less formidable should we essay it now.

While not a mountain trip in the sense of the ascent of Mount Wilson, the road through Topango Canyon will furnish plenty of thrills for the nervously inclined—at least such was the case at the time we undertook the sixty-eight mile round by the way of Santa Monica and Calabasas, returning by the San Fernando Boulevard. At Santa Monica we glided down to the beach and for some miles followed the Malibu Road, which closely skirts the ocean beneath the clifflike hills. It was a magnificent run, even though the road was dusty, rough, and narrow in places, with occasional sandy stretches. It was a glorious day and the placid, deep-blue Pacific shimmered like an inland lake. The monotone of color was relieved by great patches of gleaming purple a little way out from the shore, due to beds of floating kelp, and by long white breakers which, despite the unwonted quiet of the sea, came rolling in on the long sandy beaches or dashed into silvery spray on the frequent rocks. We passed a queer little Chinese fisher village nestling under the sandy cliffs;



## ON SUNSET HIGHWAYS

most of the inhabitants were cleaning and drying fish on the beach, the product, we were told, being shipped to their native land. We were also astonished to meet people in fantastic costumes—girls with theatrical make-up, in powder and paint; men in strange, wild-west togger; and groups of Indians, resplendent in feathers and war-paint. All of which puzzled us a good deal until we recalled that here is the favorite field of operation of one of the numerous moving-picture companies which make Los Angeles their headquarters.

We followed the road to the entrance of Malibu Rancho, a bare tract stretching many miles along the sea and controlled by a company which vigorously disputes the right of way through the property. There is a private club house on the ranch and no doubt the members do not care to be jostled by the curious motorists who wander this way in great numbers on Sundays. Threatening placards forbade trespassing on the ranch, but a far stronger deterrent to the motorist was a quarter-of-a-mile stretch of bottomless sand just at the entrance. Two or three cars just ahead of us attempted to cross, but gave it up after a deal of noisy floundering. Malibu Rancho had little attraction for us, in any event, and our only temptation to enter its forbidden confines was doubtless due to the provoking placards, but it was not strong enough

to entice us into the treacherous sand. So we turned us about, retracing our way three or four miles to the Topango Canyon road.

It was Sunday and hundreds of cars thronged the beach, raising clouds of dust, and we frequently had close work in passing those we met. We agreed that Sunday was a poor day for Malibu Beach road, as contrasted with the quiet of a former week-day run. The Canyon road branches abruptly to the right, ascending a sharp hill, and then dropping to the bed of a clear little creek, which it follows for a considerable distance. Some twenty times we forded the stream winding in and out among a tangle of shrubbery and trees. There were many grassy little glades—ideal spots for picnic dinners—some of which were occupied by motor parties.

Leaving the creek, the road ascends the Santa Monica Mountains, crossing three ranges in steep, winding grades. Much of the way it is a narrow, shelflike trail with occasional turn-outs for passing. At the steepest, narrowest part of the road over the western range, we met a car; the panicky passengers were walking down the hill, while the driver was yelling like a madman for us to get out of his way. We cautiously backed down the grade to the nearest turn-out and let him crawl past, with his passengers following on foot—a sample of sights we saw more

## ON SUNSET HIGHWAYS

than once on California mountain roads. Such people, it would seem, would do well to stick to the boulevards. Crossing the wooded valley between the ranges, we came to the eastern grade, which proved the steeper of the two. How our panicky friends ever got over it puzzled us. In the valley we saw a few lonely little ranches and the ubiquitous summer-resort camp.

The ascent of the second grade was not so steep as the descent, which was terrific, portions of it being not less than twenty-five per cent. The sharpest pitch is just at the summit, and we were told that dozens of cars stalled here—many for lack of gasoline. Here we met another car, passengers on foot and the driver trying to coax his engine up the hill. After several futile attempts he got it going, scraping our car with his fender as he passed—we had turned out as far as possible and were waiting for him. One of the ladies declared that they had been touring California mountains for two months and this was the first grade to give trouble. Later we came over this grade from the east, finding it an exceedingly heavy, low-gear grind, but our motor was on its best behavior and carried us across without a hitch.

But if the climb is a strenuous and, to some people, a nerve-racking one, the view from the summit is well worth the trouble. To the east stretches the beauti-

## ROUND ABOUT LOS ANGELES

ful San Fernando Valley, lying between the Santa Monica and San Gabriel Ranges. It is a vast, level plain, rapidly being brought under cultivation; the head of the valley just beneath is studded with ranch houses and here and there in the great grainfields stand magnificent oaks, the monarchs of California trees. Summer clouds have gathered while we were crossing the hills and there is a wonderful play of light and color over the valley before us. Yonder is a bright belt of sunshine on the waving grain and just beyond a light shower is falling from the feathery, blue-gray clouds. Still farther, dimly defined, rise the rugged peaks of the Sierras, gleaming with an occasional fleck of snow. On our long glide down the winding grade the wild flowers tempt us to pause—dainty Mariposa lilies, blue larkspur, and others which we can not name, gleam by the roadside or lend to the thickets and grainfields a dash of color.

The little wayside village of Calabasas marks our turning-point southward into the valley. Here a rude country inn sheltered by a mighty oak offers refreshment to the dusty wayfarer, and several cars were standing in front of it. California, indeed, is becoming like England in the number and excellence of the country inns—thanks largely to the roving motor car, which brings patronage to these out-of-the-way places. Southward, we pursue our way through the

## ON SUNSET HIGHWAYS

vast improvement schemes of the San Fernando Land Co. The coming of the great Owens River Aqueduct—which ends near San Fernando, about ten miles from Calabasas, carrying unlimited water—is to change the great plain of San Fernando Valley from a waste of cactus and yucca into a veritable garden. Already much land has been cleared and planted in orchards or grain, and broad, level, macadam boulevards have been built by the enterprising improvement companies. And there are roads—bordered with pines and palms and endless rows of red and pink roses, in full bloom at this time—destined some day to become as glorious as the famous drives about Redlands and Riverside. Bungalows and more pretentious residences are springing up on all hands, many of them being already occupied. The clean, well-built towns of Lankershim and Van Nuys, situated in this lovely region and connected by the boulevard, make strong claims for their future greatness, and whoever studies the possibilities of this fertile vale will be slow to deny them. Even as I write I feel a sense of inadequacy in my descriptions, knowing that almost daily changes are wrought. But no change will ever lessen the beauty of the green valley, guarded on either side by serried ranks of mighty hills and dotted with villages and farmhouses surrounded by groves of peach, apricot, and olive trees. On this trip we re-

## ROUND ABOUT LOS ANGELES

turned to the city by Cahuenga Pass, a road which winds in easy grades through the range of hills between the valleys and Hollywood.

Another hill trip just off the San Fernando Valley is worth while, though the road at the time we traversed it was rough, stony, and very heavy in places. We left the San Fernando Boulevard at Roscoe Station on the Southern Pacific Railroad, about four miles beyond the village of Burbank, and passing around the hills through groves of lemon, peach, and apricots, came to the lonely little village of Sunland nestling beneath its giant oaks. Beyond this the narrow road clings to the edges of the barren and stony hills, with occasional cultivated spots on either hand, while here and there wild flowers lend color to an otherwise dreary monotone. The sweet-scented yucca, the pink cactus blooms, and many other varieties of delicate blossoms crowded up to the roadside at the time of our trip through the pleasant wilderness—a wilderness, despite the proximity of a great city.

A few miles brought us to the projected town of La Crescenta, which then had little to indicate its existence except numerous signs marking imaginary streets. Its main boulevard was a stony trail inches deep in sand and bordered by cactus and bayonet plants—but it may be different now, things change so rapidly in California. Beyond this we ran into some

## ON SUNSET HIGHWAYS

miles of highway in process of construction and had much more rough going, dodging through fields, fording streams and arroyos, and nearly losing our way in the falling twilight. Now a broad, smooth highway leads down Verdugo Canyon from La Canada to the pleasant little town of Glendale—a clean, quiet place with broad, palm-bordered streets—into which we came about dusk.

Los Feliz Avenue, by which we returned to the city, skirts Griffith Park, the greatest pleasure ground of Los Angeles. Here are more than seventeen hundred acres of oak-covered hills, donated some years ago by a public-spirited citizen and still in the process of conversion into a great, unspoiled, natural playground for people of every class. A splendid road enters the park from Los Feliz Avenue and for several miles skirts the edge of the hills hundreds of feet above the river, affording a magnificent view of the valley, with its fruit groves and villages, and beyond this the serried peaks of the Verdugo Range; still farther rise the rugged ranks of the Sierras, cloud-swept or white with snow at times. Then the road plunges into a tangle of overarching trees and crosses and recrosses a bright, swift stream until it emerges into a byway leading out into San Fernando Boulevard. It is but the beginning of a system of drives through the park which doubtless has progressed

## ROUND ABOUT LOS ANGELES

much farther by this time, enabling one to cross over to Hollywood. The crowning beauty of Griffith Park is its unmolested state of nature; barring the roads, it must have been much the same a half century ago. No formal flower beds or artificial ponds are to be seen, but there are wild flowers in profusion and clear rivers and creeks. There are many spreading oak trees, underneath which rustic tables have been placed, and near at hand a stone oven serves the needs of picnic parties, which throng to Griffith Park in great numbers. One day we met numerous auto-loads of people in quaint old-time costumes, which puzzled us somewhat until we learned that the park is a favorite resort for the motion-picture companies, who were that day rehearsing a colonial scene.

While Griffith Park is the largest and wildest of Los Angeles pleasure grounds, there are others which will appeal to the motorist. Elysian, lying between the city and Pasadena, is second largest; Eastlake, with its zoological gardens, lies along El Monte Road as it enters the city; while Westlake is a little gem set in the residence section out Wilshire way. Nor will one forget the famous Busch Gardens in Pasadena, thrown open to all comers by the public-spirited brewer. If you can not drive your car into them, you can at least leave it at the entrance and stroll among the marvels of this carefully groomed private park.



## ON SUNSET HIGHWAYS

And if a newcomer, you will want to drive about the town itself before you go—truly an enchanted city, whose homes revel in never-ending summer. Is there the equal of Orange Grove Avenue in the world? I doubt it. A clean, wide, slate-smooth street, bordered by magnificent residences embowered in flowers and palms and surrounded by velvety green lawns, extends for more than two miles. In a decade the city has grown from a village of nine thousand people to some five times that number and its growth still proceeds by leaps and bounds. It has three famous resort hotels, whose capacity is constantly taxed during the winter season, and there are many magnificent churches and public buildings. Its beauty and culture, together with the advantages of the metropolis which elbows it on the west, and the unrivaled climate of California, give to Pasadena first place among the residence towns of the country.

And if one follows the long stretch of Colorado Street to the eastward, it will lead him into Foothill Boulevard, and I doubt if in all California—which is to say in all the world—there is a more beautiful roadway than the half dozen miles between Pasadena and Monrovia. Here the Baldwin Oaks skirt the highway on either side—great century-old Spanish and live oaks, some gnarled and twisted into a thousand fantastic shapes and others the very acme of



THE BALDWIN OAKS NEAR MONROVIA  
from Photograph by F. B. Lawton



## ROUND ABOUT LOS ANGELES

arboreal symmetry—hundreds of them, hale and green despite their age.

I met an enthusiastic Californian who was building a fine house in the tract—there are several here already—who told me that he came to the state thirty years ago on his honeymoon and was so enamored of the country that he never returned east; being a man of independent means, he was fortunately able to gratify his predilection in this particular. With the advent of the motor car he became an enthusiastic devotee and had toured in every county in the state, but had seen, he declared, no spot that appealed to him so strongly as an ideal home site. Straight as an arrow through the beautiful tract runs the wide, level Foothill Boulevard, bordered by oak, pepper, locust, and walnut trees until it reaches the outskirts of Monrovia, where orange groves are seen once more.

About midway a road branches off to Sierra Madre, a quiet little village nestling in the foothills beneath the rugged bulk of Mount Wilson. It is famous for its flowers, and every spring it holds a flower show where a great variety of beautiful blooms are exhibited. Just above the town is a wooded canyon, a favorite resort for picnic parties, where nature still revels in her pristine glory. Mighty oaks and sycamores predominate, with a tangle of smaller trees

## ON SUNSET HIGHWAYS

and shrubbery beneath, while down the dell trickles a clear mountain stream. It is a delightful spot, seemingly infinitely remote from cities and boulevards—and it is only typical of many such retreats in the foothills along the mountain range which offer respite to the motorist weary of sea sands and city streets.

## IV

### ROUND ABOUT LOS ANGELES

It seems anomalous that our Far West—the section most removed from the point of discovery of this continent—should have a history antedating much of the East and all of the Middle West of our country. When we reflect that Santa Fe was founded within a half century after Columbus landed, and contests with St. Augustine, Florida, for the honor of being the oldest settlement within the present limits of the United States, the fact becomes the more impressive.

About the same date—June 27, 1542, to be exact—the Spanish explorer, Juan Cabrillo, sailed from the port of Navidad on the western coast of Mexico with two small vessels and made the first landing of white men within the limits of California at San Diego, in the month of September. A few days later he sailed northward to the Bay of San Pedro, and landed within the present boundaries of Los Angeles to obtain water. Indeed, if he climbed the hills overlooking the harbor, he may have viewed the plain where the main part of the city now stands. But he did not linger here; by slow stages he followed the

## ON SUNSET HIGHWAYS

coast northward as far as the present site of San Francisco, but did not enter the magnificent bay. On the homeward voyage he died near Santa Barbara in 1543, and the expedition returned to Mexico.

Thirty years later Sir Francis Drake sailed along the coast, but there is no record of his landing anywhere in the south. In 1602 Philip of Spain despatched a second expedition under Viscaïno, who covered much the same ground as Cabrillo, though there is nothing to show that he visited the vicinity of Los Angeles. In his account of his voyage to the king he declared that the country was rich and fertile, and urged that he be made the head of a colonization expedition, but his death in 1606 brought his plans to naught.

For one hundred and sixty years afterward no white man visited the present limits of California, though it was still counted a possession of the king of Spain. Not until the revival of Spanish colonization activities under Philip II. did California engage the attention of Europe, and being—nominally at least—a Spanish possession, the king, with the cooperation of the pope, undertook to establish a series of Catholic missions along the coast. The enterprise was put in charge of Junipero Serra, a Franciscan monk of great piety and strength of character, and after long delay and much hardship, he arrived at San Diego in

## ROUND ABOUT LOS ANGELES

July, 1769. Missions had already been founded in the lower peninsula and upon these Father Serra planned to draw for priests and ecclesiastical equipment necessary in the establishments which he should locate in his new field of work. He did not proceed northward in regular order, for the second mission was founded at Monterey and the third at San Antonio.

This brings us to the point to which the foregoing is but the barest outline—the founding of the Mission of San Gabriel Archangel near the city of Los Angeles on September 8, 1771. Twenty-six years later to a day the second mission within easy reach of the city was established—San Fernando Rey de Espana, being the seventeenth of the twenty-one Franciscan religious houses on the California coast. The two missions near the city—San Gabriel, six miles to the east, and San Fernando, twenty miles northwest—will be among the first attractions to the motorist in roving about Los Angeles, and we visited both several times before undertaking our tour of the King's Highway. Each has much of interest and may well serve to create a desire for an acquaintance with the remainder of these romantic memorials of early days in the Golden State.

San Gabriel is a little, dust-browed hamlet nestling under giant pepper and eucalyptus trees, lying a half mile off the splendid boulevard that bears the



## ON SUNSET HIGHWAYS

same name. It has but a few hundred people and is quite unimportant in a business way. It is a quiet place, surrounded by the wide sweep of orange groves, and would attract little notice were it not for the plain, almost rude, structure that rears its heavy buttressed walls directly by the roadside. It is a long and narrow building of large square brick, covered with stucco which has taken the hue of old ivory from the long procession of years that have passed over it. Along the top of the front wall is a row of moss-green bells, each in its arched stone niche, which still chime melodious notes at vesper time and which lend a peculiarly picturesque appearance to the antique facade. True, the mission has been much restored since the adobe walls of the original structure were reared in 1771. The winter rains, earthquakes, and hostile Indians, all wrought havoc on the building; the arched roof was thrown down by the quake of 1812 and was replaced by one of beams and tiles, which was later superseded by the present shingle covering. The elaborate ceiling was erected in 1886, but seems somewhat out of keeping with the severe simplicity of the original design.

It has been a parish church since the American conquest in 1846, though its old-time glory vanished and for a period it was almost forgotten. But the troops of tourists who came yearly to California res-



SAN GABRIEL MISSION  
From Photograph by Putnam & Valentine



## ROUND ABOUT LOS ANGELES

cued it from oblivion. The coming of the electric car, which clangs past its door, brought crowds daily; and when the motor arrived on the scene, old San Gabriel became a shrine of pilgrimage such as it never was in its palmiest days. Now a brown-robed priest welcomes you at the door, collects a modest fee—to be devoted to maintenance and restoration—and conducts you about every part of the ancient building. He leads you to the roof and shows you the bells at close range, and you may as a special favor be allowed to test their musical qualities. They are Spanish bells, older than the mission, and are looked upon by the fathers with a pride that verges on reverence. Then you will be shown the curios, the relics, paintings, vestments, old manuscripts, and books, some of doubtful value and authenticity and others of real antiquity and importance. You will be given a glimpse into the quiet burying ground, where many of the fathers are at rest and beyond which is the sheen of orange groves and the blue peaks of the Sierras. The monster grapevine that supplied the cellars of the old padres will not be overlooked and many rude utensils of early days may be seen scattered about the place. It is all very quaint and interesting, this bit of old-world mediaevalism transplanted to the new world by the western sea and about which has grown up one

## ON SUNSET HIGHWAYS

of the most enlightened and prosperous communities in the whole country.

You will be told as much of its story as you may wish to hear: how one time this fertile plain about the mission was tilled by the Indians whom the padres had instructed and partially civilized—at one time as many as five thousand of them. They raised vast herds of cattle, estimated from eighty to one hundred and twenty thousand, and twenty thousand horses and forty thousand sheep were numbered in their possessions at the height of their prosperity. Allowing for probable exaggeration, the wealth of the mission was undoubtedly great, reaching two million dollars in 1842. Shortly after, this was confiscated by the Mexican Government and the ensuing war with the United States marked the end of San Gabriel's prosperity.

When the town of Los Angeles was founded during the palmy days of the mission, a chapel was built there by the fathers and it stands to-day, time-stained and demurely unpretentious, in the midst of the bustling metropolis that has grown up around it.

But San Gabriel to-day has an added interest—the result of one of the happy inspirations which come periodically to Frank Miller of Riverside—in the Mission Play first given in the winter of 1910. It occurred to this loyal Californian that the romantic zeal

and self-sacrifice that led to the foundation of the missions and the wealth of historic incident connected with their active career would furnish splendid material for a play—or, more properly, a pageant. The idea was presented to Mr. John S. McGroarty of Los Angeles, editor of the Pacific Coast Magazine, who combined the necessary qualities of historian and poet. He entered zealously into the plan and in due time the libretto was written. A playhouse was built—somewhat crude and cheaply constructed, it is true—directly opposite the old mission. It was not, however, inharmonious with the idea and spirit of the play and was surrounded by an open-air corridor or ambulatory containing small models of the twenty-one missions as they appeared in their most prosperous days. The actors were mostly local people who, during the performance, lived in the cottages of the village or near-by towns.

The play—or pageant—has but little plot, depending on scenic effect, rich in life and color, and on a wealth of interesting incident. We saw it during the first week of its performance and our only disappointment was the clearly inappropriate ending—but evidently the writer recognized this defect, for when we visited the play next season, the last act had been rewritten more in harmony with the spirit of the subject.

## ON SUNSET HIGHWAYS

Before the play begins you are at liberty to saunter about the ambulatory to gain some idea of the subject with which it is to deal; the clang of a mission bell hanging over the stage will call you to your seat when the performance commences. Three figures pass like shadows in front of the darkened curtain before it rises—a crouching, fearful Indian, a fully accoutered and gaudily dressed soldier, representing the Spanish conquistador, and, lastly, the brown-robed priest bearing his crucifix—symbols of the three human elements with which the play is to deal. It proves more of an historical pageant than a miracle play—but, after all, what is Oberammergau but an historical pageant?—though it seldom occurs to us in that light.

The curtain rises on False Bay, San Diego—a piece of scene-staging that would do credit to any metropolitan playhouse. A little group of monks and soldiers sit disconsolately in their camp in the foreground; they are awaiting the arrival of Portola, their leader, who has gone northward to explore the coast and whose return they momentarily hope for. They have suffered from disease and hunger; hostile Indians have continually harried them and shown no signs of being converted to Christianity, despite the efforts of the monks. The soldiers are quite ready to re-embark in the crippled little San Carlos, lying temptingly in the harbor, and to return to Mexico for good. Here

enters the hero of the play, Father Serra, and his influence is at once apparent, for complaint ceases and the rough soldiers become respectful. He addresses cheerful words to the dejected men—speaking like a hero and prophet—and to some extent rouses their depressed spirits. But the gloom is doubly deep when Portola staggers on the scene with the wretched remnant of his band of explorers—unkempt, footsore, starving, many of them sick and wounded—and declares that the port of Monterey has not been found—that all is lost. They must return to Mexico and when Father Serra insists that if all go he will remain here alone, Portola tells him he will not be allowed to do so. They will compel him to board the ship. The priest pleads for one more day of grace; he is to baptize his first native—an Indian child—and this may be the turning point of their fortunes. In the midst of the ceremony the savage parents become terror-stricken, snatch the babe from Serra's arms and flee to their retreat in the mountains. The sad outcome of the ceremony only confirms Portola in his determination to sail on the following morning; the San Antonio, which was despatched months ago for relief supplies, has never been heard of—she must have been lost at sea—there is no hope! The sooner they sail the greater the chance of reaching home—all are ordered to prepare for embarking. Serra raises his



## ON SUNSET HIGHWAYS

hands to heaven in deep contrition; it was his pride and vain glory, he laments, over his promise of success that has been punished—it is just; but he pleads in desperation with the soldier not to turn his back on God's work—to wait one more day; God may yet work a miracle to prevent the overthrow of the plans to save the heathen. His words fall on deaf ears, but while he pleads the watch sets up a joyful cry—a light is seen rounding Point Loma—the good ship San Antonio comes—the spirits of all revive—the mission is saved! It is indeed a thrilling and dramatic climax; the ship glides into the harbor in a truly realistic manner and the denouement is creditable alike to author and stage director.

The second act pictures the court of San Carlos at Monterey fourteen years later. It is rich with the semi-tropical splendor of that favored spot; green trees, waving palms, and flowers lend color and cheeriness to the gray cloisters through which the brown-robed figures march with solemn decorum. It is the great day when all the mission fathers—nine in number at that time—have assembled at Monterey to make report of progress of their respective stations to the president, the beloved Junipero. He has aged since we saw him last; hardships and wounds have left their furrows on his face, but it still glows with the old-time zeal. His strength of character comes

## ROUND ABOUT LOS ANGELES

out in one of the opening incidents—the military captain of the presidio comes to carry off a beautiful half-breed girl to whom he has taken a fancy, but the soldier's arrogance speedily fades before the stern rebuke of Father Serra, his sword is wrested from him by the athletic young "fighting parson" of San Luis Obispo, and he is ignominiously ejected from the mission.

In the second act it seems to me that the influence of Oberammergau can be seen in opulence of color and picturesque effects. The fathers gather about a long table and Serra listens with pious approbation to the optimistic reports of his subordinates. As an example of the fervent and self-sacrificing spirit of the aged president, as illustrated by the play, we may quote from Serra's address on this memorable occasion:

"Francisco, my beloved brother, and you, my brethren, all bear me witness that I have never sought for worldly honor; I have asked only to serve God in the wilderness, laboring to bring the light of Christ to the heathen. I would gladly be forgotten when I lie down with death in this poor robe of our Franciscan brotherhood, my hands empty, and rich only in the love of God and my fellow-man. But oh, California is dear to me. It is the country of my heart. It were sweet to be remembered here by the peoples which

## ON SUNSET HIGHWAYS

In the first draft the heroine falls a victim to the bullets of American soldiers, who fire upon the helpless Indians coming to bury their dead priest in the ruined cloisters of San Juan Capistrano. She had spurned the love advances of the captain, who rushes into the ruin only to find her breathing her last. All of which seemed incongruous and left a painful recollection with the audience; but on our second visit to San Gabriel playhouse we were delighted by a happy change in the ending of the play.

The new version shows the ivy-covered ruins of Capistrano seventy years later than the time of the second act. Confiscation by the Mexican Government has ruined the property of the missions and American occupation still further hastened their dissolution and decay. An old Indian shepherd is telling his story to a youth and declares that he was the first Indian child baptized by the sainted Serra. He is interrupted by the entrance of Senora Yorba, a lovely, devout Spanish lady who grieves over the destruction of the old regime and comes at times to muse and pray at the deserted altar, and in a graceful monologue she laments the downfall of the mission and the cessation of its beneficent work. While she is at her devotions a small company of wretched Indians enter the ruin, bearing the dead body of the padre, who ministered to them in their retreats in the hills;

## ROUND ABOUT LOS ANGELES

they would bury him in the consecrated ground of the old mission. Senora Yorba mourns with the Indians and joins them in laying the body to rest. In the folds of the dead priest's robe she discovers the golden chalice, richly bejeweled, which he had rescued from the ruined church and which the loyal natives—though they knew its value—would have interred with him. In the closing scene of the play the Senora, with a look of rapt devotion, raises the golden cup aloft and solemnly promises that she will lay it on the altar of Santa Barbara, the nearest mission still unfor-saken.

The curtain falls on the melancholy scene; we pass out into the May-day sunlight and gaze reverently on the gray old mission across the way. The play has given to it new meaning, just as Oberammergau on another May day gave us a new conception of the old story that has never lost its interest to humanity. I am very sure that there are few people who witness either the famous and very ancient play of the Ba-varian peasants or the very recent and less pretentious production of the artists of San Gabriel, who are not spiritually elevated and benefitted thereby.

Within easy reach of the city, either by trolley or motor, is San Fernando, the next link in the mission chain to the north of San Gabriel. We made our first journey thither on a showery April day, following a

## ON SUNSET HIGHWAYS

steady downpour for nearly twenty-four hours. The country was at its best, as it always is in California after a spring rain. We edged our way out of the city, along the wide sweep of Sunset Boulevard to Los Feliz Avenue, which soon brought us into the San Fernando road at Glendale. From here a straight-away dash of twenty miles to the northwest takes one to the mission—one of the easiest and most delightful runs in the vicinity of Los Angeles.

It was a brilliant day, despite a dark cloud-curtain whose fringes hovered over the peaks of the rugged mountains in the north toward which we were rapidly coursing. We swept along the narrow valley—then a desert, cactus-studded plain—reaching on our left to low, green hills which stood in sharp outline against the deep azure of the sky. On the right, closer at hand, were low foothills, dominated by the distant mountains—their summits white with snow and touched in places by clouds of dazzling brilliance. Directly in front of us we saw the glistening phalanx of a summer shower, which rapidly advanced to meet us, giving us barely time to raise our cape top before it was upon us. Such a rain in our home state would have meant liquid roads and constant danger, but on this perfect highway it only heightened our enjoyment as our steadily purring engine carried us along the smooth wet surface. The green hills to the left and

## ROUND ABOUT LOS ANGELES

the cloudless sky above them seemed doubly glorious through the crystal curtain of the falling raindrops.

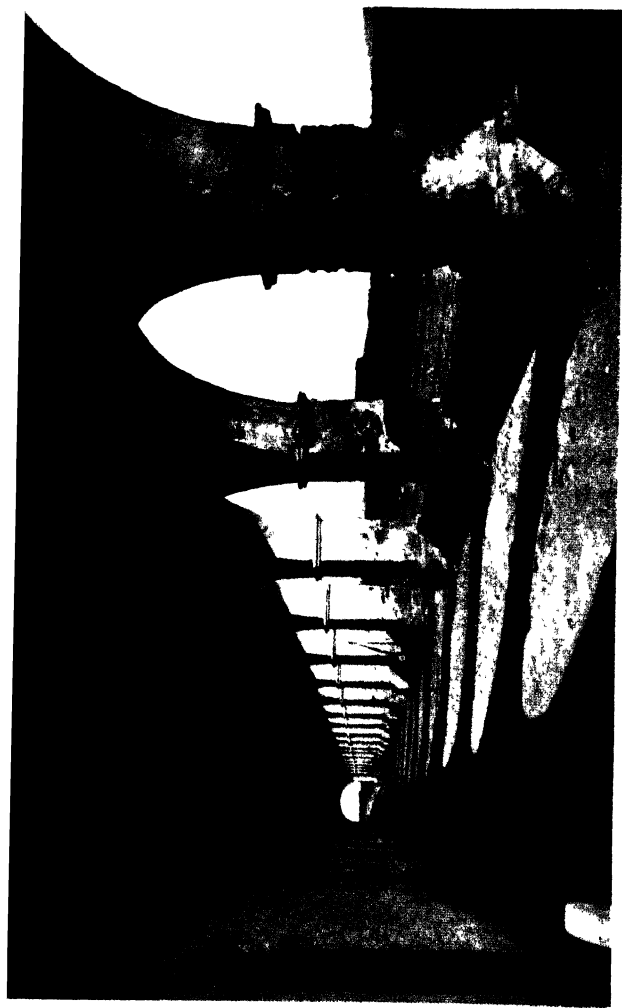
By the time we reached the village of San Fernando, the rain had ceased and we paused to inquire the whereabouts of the mission. We saw about us at the time a straggling, unsubstantial-looking hamlet which bore little resemblance to the smart, well-improved town that greeted us a year later—but so it often is in California. Then a new double boulevard with a parked center stretched away to the southeast—the work of an enterprising land company—with the inviting sign, “Speed limit one hundred miles per hour,” but we were content with a fraction of this generous figure. The mission is about a mile out of the town and is best approached by the new boulevard, since this gives the advantage of a little distance for the front view, which the public road, directly passing, does not allow. Before you see the building itself you will note the two giant palms, over a century old, and perhaps a hundred feet high—all that remain of the many planted by the monks.

The structure is long, low, solid-looking—utterly devoid of artistic touches save the graceful, rounded arches of the long “portello” and the simple grille-work of wrought iron that still covers a few of the windows—work of the rude artisans of a hundred years ago. The old tile roof is the glory of San Fernando; the

## ON SUNSET HIGHWAYS

huge, semi-circular tiles are time-stained to a color combination to delight the eye of an artist. Moss greens, silver grays, dull reds, and soft browns predominate, blending together in a most pleasing manner. Back from the mission extends a row of old-time living apartments, now little more than shapeless heaps of adobe, while the huge church, a little farther to the rear, seems approaching the final stages of dissolution. It was once a massive structure, built as well as loving care and endless industry could do—walls five or six feet in thickness, bound together at the top by heavy beams perhaps fifteen inches square. Traces of the ancient decorations appear, though they are nearly effaced by the weather, to which they have been long exposed. Apparently the earthquake began the work of ruin and long neglect has done the rest.

One enters the church with some trepidation, for it seems as if the cracked and crazy structure may stagger to shapeless ruin at any moment. What a pity that the material of California's missions was not enduring stone, like the English abbeys, rather than the quickly disintegrating adobe! Back of the church is a pathetic little burying ground where wooden crosses and simple memorials indicate that the present parishioners of San Fernando are the poorest of the poor,—probably a few wretched Mexican families such as the one we found in charge of the mission.



CORRIDOR, SAN FERNANDO MISSION





## ROUND ABOUT LOS ANGELES

I have anticipated, perhaps, in describing the church before the mission interior itself, but, after all, the church is a part of the exterior with which I have been dealing. On our first visit we found a Mexican family living in two or three of the damp, cavernous rooms of the old building. They could speak little English, but it was easy to see that visitors were welcome, and gratuities no doubt afforded their means of livelihood. When we returned a year later, another family was in possession and had reduced sightseeing to a business basis. We were required to pay "two bits" entrance fee and an extra charge was assessed for a peep into the ruinous church, all doors and rents in the wall having been religiously boarded up. Each member of our party was given a lighted lantern—a wise precaution, it proved, for there were dilapidated and broken stairways and unsound floors in the dimly lighted building. There was little enough to see; only a series of prisonlike cells with tiny windows piercing the massive walls, with earthen floors, and rude beamed ceilings—surely life at best was hard and comfortless at San Fernando, and the fathers had little advantage over their Indian charges. There was one large room, apparently for assembly purposes, on the second floor. Our Mexican guide grinned gleefully as he pointed out a little conduit in the wall

## ON SUNSET HIGHWAYS

through which wine flowed from the presses to vats in the ample cellars; evidently the fathers made a plentiful supply of the genial liquor to counteract the hardships they must have endured.

One need explore but a corner of the mission; he will find it typical of the whole huge structure, perhaps two hundred feet in length. There is a pathetic little chapel—the altar covered with tinsel and gew-gaws—where services are held at long intervals. As a whole, the building is in fair condition and a little intelligent repair and restoration would insure its preservation for many years to come. It is, in some respects, one of the most typical of the missions; except for decay, which has not impaired the structure or interior arrangement to any great extent, it stands to-day much as it did one hundred years ago and gives an excellent idea of the domestic life of the padres and their converts. A narrow stairway led to a platform on the roof and coming out of the dimly lighted interior into the broad sunlight—for the rain had ceased—we were struck with the remarkable beauty of the situation.

The mission stands in the center of the wide plain at the head of the valley, around which sweeps a circle of green hills and mountains, their rounded tops and rugged peaks lending infinite variety to the skyline. On one hand blue vapors softened the snowy

summits; on the other, the sky bent down, crystal clear, to the gently undulating contour of the hills. The fertile plain was being rapidly brought under cultivation—dotted with fruit-tree groves and ranch-houses, with here and there a village—and this was before the coming of the waters of the great Owens River Aqueduct. It would take a bold flight of the imagination to picture the future of the San Fernando Valley—anything I might write would be ancient history before my book could get to the press. The whole plain will become a garden of wondrous beauty; only the mountains and hills will abide unchanged.

The history of the old mission which has been engaging our attention was not important as compared with many of its contemporaries. And, speaking of history, I have been wondering whether I should burden my pages with dates and incidents concerning these ancient memorials, but perhaps a short sketch, given in as few words as may tell the bare outlines of each mission as we visit it, will be of service to pilgrims who follow us.

San Fernando was seventeenth of the California missions in order of founding, and was considered a necessity by the padres to fill in the gap between San Gabriel and Ventura, being about thirty miles from either. Padre Lasuen performed the dedicatory

ceremonies on September 8, 1797, and by the end of the year, fifty-five neophytes had been enlisted. These, in three years, had increased to three hundred, and the record reads that they possessed five hundred horses and about as many sheep, and harvested a crop of one thousand bushels of grain. The first church, built in 1802, was almost destroyed by the great quake of 1812, which left its impress on nearly every mission of the entire chain. The church was repaired and its shattered remnants are what we see to-day.

San Fernando never prospered greatly, though at one time there were nearly a thousand Indians on its rolls. It was cramped for want of productive land and its decline began many years before the act of confiscation by the Mexicans. This occurred in 1834, when the Government agent computed the wealth of the mission at around one hundred and fifty thousand dollars, of which the "liquors" represented more than seven thousand. In January, 1847, General John C. Fremont took possession of the scanty remains of the property and the active history of San Fernando was ended. Mr. George Wharton James, to whose interesting book, "The Old Missions of California," I am indebted for much of the foregoing information, tells of an important incident in San Fernando's history as follows:

"Connected with the mission of San Fernando is

the first discovery of California gold. Eight years before the great days of '49, Francisco Lopez, the major-domo of the mission, was in the canyon of San Feliciano, which is about eight miles westerly from the present town of Newhall, and, according to Don Abul Stearns, 'with a companion while in search of some stray horses about midday stopped under some trees and tied their horses to feed. While visiting in the shade, Lopez with a sheath knife dug up some wild onions, and in the dirt discovered a piece of gold. Searching further he found more. On his return to town he showed these pieces to his friends, who at once declared there must be a placer of gold there.'

"Then the rush began. As soon as the people in Los Angeles and Santa Barbara heard of it they flocked to the new 'gold fields' in hundreds. And the first California gold dust ever coined at the government mint at Philadelphia came from these mines. It was taken around Cape Horn on a sailing vessel by Alfred Robinson, the translator of Boscana's 'Indians of California,' and consisted of 18.34 ounces, and made \$344.75, or over nineteen dollars to the ounce.

"Davis says that in the first two years after the discovery not less than from \$80,000 to \$100,000 was gathered. Don Antonio Coronel, with three Indian laborers, in 1842 took out \$600 worth of dust in two months."

## ON SUNSET HIGHWAYS

No doubt this discovery and others which followed had a far-reaching effect on the destinies of California. The influx of Americans who were attracted by the love of gold was beyond question a strong factor in bringing about the annexation of the state to the American Union by the treaty of 1849.



THE FOOTHILL BOULEVARD NEAR MONROVIA





## V

### THE INLAND ROUTE TO SAN DIEGO

There may be a more delightful drive in the world than the sixty miles between Los Angeles and the Riverside country following Foothill Boulevard on an ideal California April day, but it would take an ocular demonstration to make us believe it! On such a day we made our first run over this road and perhaps the peculiarly favorable conditions for first impressions may have unduly prejudiced us, though many subsequent trips never dispelled the charm.

Leaving the city by the Broadway Tunnel and pursuing the broad curves of Pasadena Avenue to Orange Grove—which we could never traverse too often—we turned into the long stretch of Colorado Street, which leads directly into the broad oak-bordered Foothill Boulevard. Here we came into the first open country, some dozen miles from the center of Los Angeles, and until we reached the outposts of Monrovia, we ran between the sylvan glades of the Baldwin Oaks. To the left rose the rugged bulk of Mount Wilson, and peak after peak stretched away before us to the white summit of Old Baldy—

## ON SUNSET HIGHWAYS

as Mount San Antonio is popularly known—which rises to an altitude of more than ten thousand feet. It was a mottled spring day, rich in gorgeous cloud effects such as are not common in California; blue-gray cumulus clouds rolled above the mountains, occasionally obscuring Old Baldy's white pate and showing many entrancing phases of light and color. Beneath, a blue haze stole softly down the slopes to the tender green of the foothills. The sky above was peculiarly beautiful—gray, deep blue and snowy white, all shading into each other, with lucent patches of pale blue breaking through here and there.

We glided slowly through the broad, shady streets of the trim little town of Monrovia and just as we left it we turned a corner at an ivy-covered stone church that awakened recollections of England. Then we were away again on the long stretches of the boulevard, which here for a few miles runs through desert country—desert indeed, but no doubt quite the same as that now covered by the orange groves about Azusa must have been a few years ago. Out of Azusa for miles and miles the orange and lemon groves crowded up to the roadside, their golden globes glowing through the green sheen of the leaves. The air was heavy with the perfume of the blossoms, which lent an added charm to the sensuous beauty of the day and scene.

## THE INLAND ROUTE TO SAN DIEGO

At Claremont we left Los Angeles County and at the time of our first trip the road was rough and inferior from that point, though plans for its improvement were already made and may be completed by this time. But the orange groves continued, alternating with huge vineyards which were just beginning to send forth green shoots. Near Upland we passed one of more than four thousand acres, said to be the largest single vineyard in the world, and near it was a huge concrete winery. A vineyard in this country in springtime presents a strange sight to the newcomer—a stretch of sand studded with rows of scraggly stumps two or three feet high—for the vines are cut back to the stump after the bearing season. Few of the vineyards are irrigated and one marvels that nature can produce the luscious clusters from the arid sands. Just before we came to San Bernardino we passed the Fontana Orchards, a tract of seventeen thousand acres of young citrus trees recently planted by an improvement company. Rows of newly planted rose bushes and palm trees on either hand will, in a few years, add still further to the charm of the boulevard—another instance of the determination everywhere present in California to beautify as well as improve.

On our first trip to San Bernardino we stopped, for personal reasons, at the comfortable Stuart Hotel,

## ON SUNSET HIGHWAYS

though the majority of motorists will probably wend their way to Riverside's Mission Inn. San Bernardino is a lively town of fifteen thousand people and has gained fame as a prosperous railroad and jobbing center. Its name is pretty much of a mouthful and the traveling fraternity generally has abbreviated it to San Berdoo—a liberty which gives offense to every loyal San Bernardinian, and I saw a card posted in public places with the legend, "Please call it San Bernardino; it won't hurt you and it pleases us."

No matter what you call it, San Bernardino is a lively place and has a good deal to interest the wayfarer if he can find some kindly disposed native to point it out. The town is well-built, with numerous handsome public buildings. It has a remarkable number of hotels for its size—but I might add here that one never knows the size of a California town; before the census figures can be compiled they are often ancient history. The water supply of the town comes from artesian wells and is practically unlimited. There are many fine drives in the vicinity, though the county had as yet done little in the way of permanent roads. A large bond issue is contemplated which, with the state highway work, will speedily remedy the defect.

One of our drives took us to the oldest orange grove in the section. The trees are fifty years old and a foot in diameter; they are hale and strong, bearing

## THE INLAND ROUTE TO SAN DIEGO

profusely. No one, as yet, can say how long a California orange tree may live. Near this grove a few shapeless heaps of adobe may be seen, remains of the branch founded here by padres from San Gabriel shortly after the establishment of that mission. The country about the town is beautiful and productive—a wide, level plain encircled by mountains, some of which are usually snow-capped except in midsummer. Near the town is Arrowhead Mountain—so called because of the strange outline of a great arrowhead upon the side next the valley. Formerly it was quite plain, though a recent forest fire to some extent obliterated the sharp definition of the outlines. Just beneath the point of the arrow is the famous spring, the hottest known, with a temperature of one hundred and ninety-six degrees, and a large, well-appointed resort hotel offers comfortable quarters to visitors throughout the year.

Arrowhead Mountain is about four thousand feet high and it is said that the temperature at the summit averages twenty degrees cooler than in the valley. It is not strange that it is a popular resort, and a well-engineered road leads up its slopes. The grades are fairly heavy—up to fifteen per cent; there are many “hairpin” curves and the road often runs along precipitous declivities. It is, however, nearly everywhere

## ON SUNSET HIGHWAYS

wide enough for vehicles to pass and presents no difficulties to a careful driver.

For some distance after leaving the hot springs we followed a clear mountain stream through a wooded canyon. From this we emerged into the open, ascending the mountain slopes in sharp upward zig-zags. We had many magnificent views of the wide plain beneath, with its orange groves, ranch-houses, towns and villages, intersected by the sinuous white line of the river washes. Frequently there was scarce a shrub between the road and a sheer precipice—a downward glance gave some of our passengers a squeamish feeling, which, after all, was purely a psychological phenomenon, for with ordinary care the ascent is as safe as a drive on a boulevard. The day was warm and the engine sizzled a good deal, but, fortunately, there are means for replenishing the water at frequent intervals. Near the summit there was much fine forest, though some of it was badly injured by the big fire of 1910.

A winding drive along the crest for a mile or two brought us to Squirrel Inn—a rustic lodge named from Frank Stockton's story—the property of a San Bernardino club. Through the courtesy of a friend we had luncheon here and admired the fine situation at our leisure. The lodge, built of logs and stones, is surrounded by pines and firs, and near it are vantage

## THE INLAND ROUTE TO SAN DIEGO

points for wide views over the valley. Among the mementos of the inn is an autograph letter from Mr. Stockton, expressing his appreciation of the compliment offered in the name. In the vicinity are a number of cottages which are in great demand by local people during the heated season, for the summer is hot in the valley, often reaching one hundred and ten or even one hundred and twenty degrees in the daytime, though invariably cool nights greatly relieve the situation.

The road continues along the summit of the range some twenty miles to Great Bear Lake. This is an artificial reservoir five or six miles long and famous for its trout. From here one can return by a shorter route, following the canyon of the Santa Ana River. We much regretted that our time did not permit making this trip, which is noted for its scenery; but, on the other hand, there is some satisfaction in the thought that the omission will afford an excuse for another visit to this delightful region.

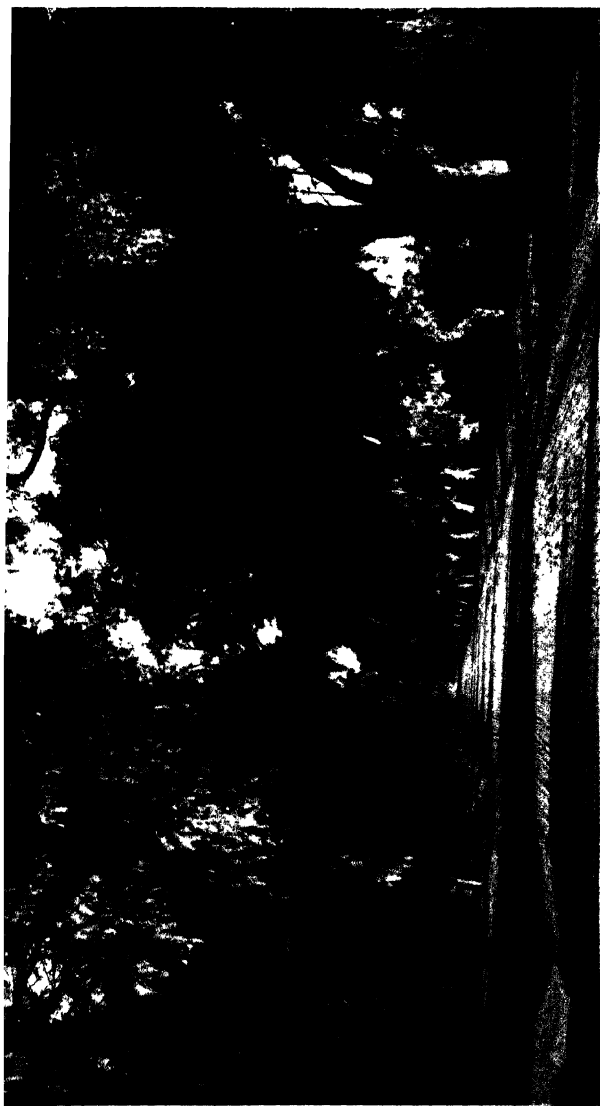
Riverside is one of the Meccas of California which every tourist must visit, and if he does not care to pay the price at the Glenwood Mission Inn, he is at least bound to find some excuse for dropping into this unique and delightful hotel, just to say he has been there. One visit will not suffice for many people; in the course of our three springtime sojourns in Califor-



## ON SUNSET HIGHWAYS

nia we gravitated to Riverside a dozen times or more, often going out of our way to pass the night at the Glenwood. On our first trip we followed the Crest road from Redlands and enjoyed another fine view of the valley with its towns and encircling mountains from the grade which crosses the hills northeast of Highgrove.

Riverside we found a clean, handsome town with wide, well-paved streets bordered with trees, and lawns and gardens bright with flowers and palms. Within its limits are one hundred and sixty miles of graded streets, a large part of which is paved or macadamized, while out of the town are two of the most famous drives in California—Magnolia and Victoria Avenues. The former, bordered with double rows of pepper trees—there are a few magnolias among them—under which were mammoth rose bushes in full bloom, was lovely beyond description. It passes Sherman Institute, a government Indian school, where the rising generation of red men—and ladies, for that matter—are being trained in the ways of civilization. Surely, the location and surroundings are nearly ideal, and the whole institution seemed like a far echo of mission days, for the buildings are mainly of mission type and the students—neophytes?—are educated in arts and crafts; but the



MAGNOLIA DRIVE, RIVERSIDE  
from Photograph by Harold Taylor



## THE INLAND ROUTE TO SAN DIEGO

padres are supplanted by Uncle Sam's trained teachers.

There are many other drives about the town, which is almost completely surrounded by orange groves, and one may see all phases of the orange-producing industry if he has the time and inclination. The first naval oranges were developed here and the parent tree still flourishes, hale and green, in the court of the Mission Inn.

But whatever the visiting motorist at Riverside may elect to do, he will probably place first on his program the ascent of Rubidoux Mountain. This is a rugged hill to the west of the town which commands a wide view of the surrounding valley and whose summit may be reached by one of the easiest mountain roads in California. It ascends in long loops, following the edge of the hill, and a separate road provides for the descent, thus avoiding the annoyance and danger of passing on the grades. So easy is the ascent that a powerful car can jog upward most of the way on "high," though care must be taken in rounding the frequent loops.

The view from the boulder-strewn summit of the semi-tropical valley beneath will hardly be surpassed, even in California. The dominant note is the shimmering bronze-green of the orange groves, which surround the mountain on every hand. It is broken

## ON SUNSET HIGHWAYS

here and there by emerald-green alfalfa fields and by frequent towns and villages. Around the valley sweeps a wide circle of snow-capped peaks whose rugged outlines are softened by the blue haze of distance. Just below lies Riverside, half hidden in palms and pepper trees, with here and there a dash of color from the masses of flowers; San Bernardino is plain in the distance, while a little to the right, Redlands nestles at the foot of the mountains. Through the center of the valley runs the wide sandy bed of the Santa Ana River, with a gleaming thread of water coursing through it.

It was the conservation of this river and other mountain streams that has had everything to do with the beautiful and prosperous scene beneath us. It is indeed difficult to conceive that fifty years ago this green, thriving plain was an arid desert, but such has been the history of more than one prosperous locality in California, and in the future many other seeming deserts will burst into bloom under the magical touch of water. Much of the water in the valley comes from artesian wells and when these began to fail from increasing demands, it occurred to some resourceful mind to divert water from the river during the flood time to the vicinity of the wells. Sinking into the earth, it greatly augmented the subterranean supply

## THE INLAND ROUTE TO SAN DIEGO

and it is hoped in the future to conserve the surplus water in this way.

On the highest point of the mountain stands a tall cross with a tablet to the memory of Father Serra, and a huge bell has been erected on one of the boulders as a memento of California mission days. On Easter morning a large part of the population of Riverside repairs to the summit of the mountain to join in an open-air song-service as the sun rises. On this occasion the winding drive, as well as the parking-place, is lined with hundreds of cars, showing how completely the automobile has become the accepted means of transportation in Sunset-land.

The time has slipped away rapidly while we have been admiring the prospect from Mount Rubidoux or clambering over the huge boulders to get vantage points for our camera. Luncheon hour is at hand and with pleasant anticipations we glide down the winding descent and through the broad streets to Frank Miller's Mission Inn, of which we have heard so much and—I may say—expect so much. After this and many subsequent visits to this unique hotel we can frankly say that our expectations have been more than fulfilled; it would be hard from any description that one might read or hear to get any true conception of this charming retreat for the discriminating tourist. Standing as it does in the business

## ON SUNSET HIGHWAYS

part of the city and being confined to a single block, one can not conceive of the air of quiet and restfulness with which Mr. Miller has invested his delightful inn. Once past its arched portals it seems as if we have entered some secluded retreat miles and miles away from the turmoil of the workaday world. Our car is left in the court with a dozen others and we are welcomed as though we were expected guests.

Our rooms are on the second floor, for the Glenwood is no sky-scraper. Everything is plain but substantial and homelike, and a basket of California fruit stands invitingly on the table. The lattice windows open upon a little balcony above the court, with its flowers, climbing vines, palms and orange trees; in the center is the quaint adobe tea-house, and around it run corridors reminiscent of mission cloisters. It is a cool, pleasant retreat, quite atoning for the absence of large grounds surrounding the hotel. Luncheon is served by young women in spotless attire; I like the girl waiters of the California resort hotels—Coronado, Del Mar, Del Monte, Santa Barbara, and Riverside—they are more attentive, prompter, and pleasanter to look upon than their brothers of the greasy tuxedo in evidence in so many hotel dining-rooms.

One does not find the time hanging heavily upon his hands at the Mission Inn. It will be long ere he has explored the interior of the great rambling build-

## THE INLAND ROUTE TO SAN DIEGO

ing to his satisfaction, from the curious collection of bells on the roof to the dim mysteries of the cloistered chapel. A building so redolent of the ancient missions would of course be incomplete and unsatisfying without its chapel, and most fittingly has Frank Miller supplied this need. A large, dimly lighted apartment with heavily beamed ceiling, high oaken pews, and antique chairs; with stained-glass windows and figures of saints and prophets and supplied with a magnificent organ, is certainly an ideal chapel for the Mission Inn. Its principal window, "St. Cecilia," is a Tiffany masterpiece, but even more appropriate seem the huge sepia-brown photo-graven negatives of western wonders of forest, mountain and stream. Here we delighted to linger, listening to the musical recitals which occupy a good part of the afternoon and inspecting the costly furniture, rugs and curios which form part of a collection from all over the world. Most of these were "For Sale," at figures well beyond the reach of common persons like ourselves; but there is a little shop just off the chapel with a stock of books, pictures, and Indian work, in basketry, and trinkets of silver and bronze, where a modest purse has a fair show. From this one one can wander away into subterranean apartments furnished like a dream of old Spain and lighted with the subdued glow of many-colored lamps. Altogether, it is



## ON SUNSET HIGHWAYS

strangely romantic and effective; it has an oriental savor as well as the atmosphere of mission days.

The collection of bells in a nook on the roof always interests the guests and you can hear the mellow notes at all times of the day. There are bells from California missions, bells from old England, bells from Spain, bells from China and Japan—and Heaven only knows from what other corners of the earth. There are antique bells, hundreds of years old, and bells with queer histories. Altogether, it is a remarkable collection and in keeping with the characteristics of the inn.

If one grows weary of indoors, the court invites him to muse amidst its semi-tropical trees and flowers, to lounge in the vine-laden pergolas, or to wander through the long vistas of arched arcades, listening to the murmuring of fountains and warbling of the birds. He will catch glimpses of Moorish towers against the blue sky and with the chiming of the vesper bells one might indeed imagine himself in one of the old-time missions—Santa Barbara, San Juan Bautista, San Antonio—a hundred years ago.

All of which is delightful and inspiring and well worth the moderately stiff rate you are expected to pay for it. But, after all, I know of few other hotels which give their guests so much for the money as does the Glenwood Mission Inn.

## THE INLAND ROUTE TO SAN DIEGO

We find enough to detain us for another day in the vicinity of Riverside. One should not miss the charming town of Redlands, over towards the mountains, and it may best be viewed from Smiley Heights, overlooking the low foothills on which the town stands. These gardens are ornamented with all manner of flowers and semi-tropical trees and intersected by a splendid drive which wends its sinuous course along the hill-crest on which they are situated. They are lovingly and scrupulously cared for by the owners, and thrown open to visitors as freely as a public park. Not only the gardens are worth a visit, but the view from the heights is an inspiring one. Just below lies the beautiful town with green foothills beyond, dotted here and there with cultivated fields. Above these, seemingly very near, the mightiest of the southern Sierras fling their gleaming summits into the deep azure of the heavens. Indeed, it seems as if I may have already wearied my reader with mountain-top views—though my book is only begun. But, after all, the best part of a motor tour of California is the series of wide visions from hills and mountains, glorious and inspiring beyond any description; if my random notes shall induce others, even though but few, to a like pilgrimage, it is enough!

Redlands is the home of many wealthy people and there are several pretentious residences near the en-

## ON SUNSET HIGHWAYS

trance to Smiley Heights. In this regard it easily surpasses the better-known Riverside—and Riverside may thank the Mission Inn for its wider fame. On a hill near the Heights is an unfinished residence—begun on an immense scale by a copper magnate—which was to surpass in size and glory everything else in the whole section. The ambitious builder failed in business when the work was about half done. It stands in pathetic ruin and neglect and no one else has cared to undertake the completion of the pretentious structure.

Near Redlands is the village of Highlands, where a famous brand of oranges is packed, and through the courtesy of a mutual friend we were admitted to the establishment, which handles several carloads of fruit daily. Here we saw the operations of grading and sorting the oranges, which is done mainly by automatic machinery. The baskets are emptied into hoppers and the oranges forced along a channel with holes of different sizes through which the fruit falls according to bulk. In this way boxes are filled with nearly uniform sizes. The boxes are made by a wonderful machine which assembles the boards and drives the nails at a single operation. We found the highest grade of oranges remarkably cheap at the packing house—less than half the price we paid at home for a poorer quality.

## THE INLAND ROUTE TO SAN DIEGO

The most direct inland route from Los Angeles to San Diego is by the way of Pomona, Corona and Elsinore, but those who do not care to drive the two hundred or more miles in a day will break the journey at Riverside, and it was from Riverside that we started on this glorious mountain trip. A few miles southeast of the town—following Eighth Street—the smooth white road swings over the easy stretches of Box Springs grade through undulating hills to Perris, and from thence through the wide valley to Elsinore, in all, a distance of about thirty miles. This is the route of the state highway and by now the road is doubtless near perfection—though much of it was rough and stony when we first traversed it. But what an inspiring jaunt we found it on that bright May day! Far away rose the silvery summits—among them San Geronimo and San Jacinto, the highest peaks in Southern California—and nearer at hand the undulating outlines of the green foothills. Green is only the prevailing tone, however, for the hills and valleys are splotched and spangled with every color of the rainbow. In yonder low-lying meadow are lakes of living blue and white; on yonder hillside flame acres of the burning gold of the California poppies and beneath them a wide belt of primrose yellow. What an entrancing view there was from some of the hill-crests!—wonderful vistas that

## ON SUNSET HIGHWAYS

will linger with us so long as life shall last. Out beyond the vivid belts of color that dash the green hills lie an indefinite ocean of mountain ranges, fading gradually away into a deep purple haze. Here and there some glittering peak rises like a fairy island in this ill-defined sea, crowning and dominating everything. Not less entrancing is the scene nearer at hand. Along the road gleam many strange blooms which I wish I were botanist enough to name. We knew the brilliant red Indian paint-brush and the orange-golden poppy, but that was about all. A hundred other varieties of blossoms smiled on us from the roadside, but though the impression of their beauty still lingers, they must remain unnamed. In all this country there is but little cultivated land and habitations are few and far between. Probably the short water supply and the fact that it is often quite cold in winter will preclude profitable farming to any extent.

Elsinore is a quiet and very rural little town deep in the hills. It is situated on a blue lake four or five miles long—the only natural lake of any size in Southern California. There are many hot springs in the vicinity, which is advertised as a health resort by the hotel near the lake. We stopped here for luncheon and have no very pleasant recollections of our repast—the inn seemed a cheap and not overly clean

## THE INLAND ROUTE TO SAN DIEGO

place, with an air of shabby gentility about it. Its prospectus read like a six-dollar-per-day house, but its rates of ten dollars per week seemed more in keeping with its appearance and service. But I do not know that the Lakeview deserves any free advertising at my hands—the next time we ran through Elsinore we bought our lunch at Riverside and ate it in a shady nook by the roadside, making comparisons greatly to the disadvantage not only of the Lakeview but of many more pretentious hotels. In fact, we became more and more partial to such open-air lunches while knocking about the highroads of California. It saved time and money and had such a delightful flavor from the great glorious out-of-doors in this favored clime. We never failed to find a pleasant spot—by a clear stream or under a great oak or sycamore—and we can heartily commend the practice of carrying a lunch basket and a couple of thermos bottles filled with hot coffee while touring.

On another occasion we followed the road which leads around the lake and found the side opposite the town by far the most beautiful. Here is a fine tract of farm land with many olive groves and peach orchards, some of which run down to the rippling water which gleamed through the serried trunks as we coursed along. A large olive-oil mill indicated one of the chief industries of the community. The road

## ON SUNSET HIGHWAYS

is level and well improved and the run will delight anyone who has the opportunity of making it.

Out of Elsinore the San Diego road strikes straight away to the southeast for a good many miles. Here we are reminded that we are in the Ramona country, for the little village of Temecula figures in the book. Here is supposed to have been the home of the Indian hero, Alessandro, who returns after his elopement with Ramona to find his people driven out and his own humble cottage occupied by a drunken American and his family.

There is nothing now in Temecula but a general store, whose proprietor is an expert on Indian baskets, of which he has a really fine collection. We especially admired some examples of the work of the Pala Indians, but the prices asked by the shop-keeper were not so much to our liking. We would go to Pala and perchance get baskets at first hand at figures more in keeping with our purse.

Beyond Temecula the road enters the hills and winds through a maze of trees and shrubbery. We passed under mighty oaks and here and there around huge granite boulders, which at some time had plunged down from the heights. In the shadow of one of these—a huge block of red granite fifty feet in diameter—we paused for our luncheon and felicitated ourselves by contrasting our repast with the

## THE INLAND ROUTE TO SAN DIEGO

Lakeview banquet on our former trip. A famished dog and two hungry-looking children stole out of a cabin a few rods distant to investigate and there was plenty left to make them happy, too.

From this point we began the ascent of Red Mountain grade over a new county road which flings itself around the giant hills in graceful curves and easy gradients. There were wonderful views as we ascended of deep yawning canyons and wooded hill ranges tinged with the pale violet of the mountain lilac, and fading away into the purple shadows of the distance. At the crest of the hills we passed through the great olive groves of Red Mountain Ranch. There are several thousand fine trees which crowd closely to the roadside for perhaps a mile. A real estate placard declared this region to be "frostless," and it seems to have vindicated this claim very well, for it showed no trace of the disastrous freeze of 1913, which sadly blighted much of the surrounding country.

Gliding down the long smooth descent for several miles, we came to Bonsal—the existence of which we should never have discovered had it not been for the signboard—where we left the main road for Pala. For a dozen miles we followed a sinuous road along the San Luis Rey River, bordered by trees and shrubbery in endless variety, until we found ourselves in



## ON SUNSET HIGHWAYS

the streets of the queer little Indian town. Before us rose the whitewashed walls and quaint bell-tower of the much-restored mission, surrounded by the wooden huts, each very much like every other. Each had its tiny garden patch, showing in most cases infinite care, and, as we learned, requiring infinite labor, for all the water had to be pumped or carried from the river for irrigation. We were told, however, that the government was building a pipe line and that on its completion in a few months Pala would speedily spring into verdure.

While we were getting our bearings the ladies of our party made a hurried round of several of the cottages, fully expecting to find Pala baskets in unlimited quantities at bargain prices. It was with considerable chagrin that they reported not a basket to be found in the town; an old Indian declared that no baskets were now made—the women and girls of the village were learning lace-making, which they hoped would be easier and more remunerative. Indeed, from all we could learn, basket-making is becoming a lost art among the California Indians. Contact with civilization seems to have killed the infinite care and patience necessary to produce the finer examples of this work, which is now done in a very small way by the older women.

A year later we came to Pala again and hardly

## THE INLAND ROUTE TO SAN DIEGO

recognized the place, so great was the improvement wrought by the completion of the water supply work. The cottages were surrounded by flowers and the little garden patches looked green and thriving. The government schoolhouse had been completed and we saw a score or more of well-mannered and intelligent-looking children at their studies. The lace-making school was also in this building and the authority of our party declared the work really fine and the prices very low. We felt the more willing to make a small purchase of the laces when the matron assured us that every sale was of material help to the poor people of the community. The women and girls are willing to work diligently if they can earn only a few cents a day, but they have the greatest difficulty in disposing of their product.

We found the mission in charge of Father Doyle, a kindly and courteous gentleman and a fellow-motorist, since he visits his few charges by means of his trusty Ford. He lives in the old mission building in very plain—even primitive—quarters; clearly, his work is a labor of love and faith, since what else could induce a young and vigorous man to lead such a comfortless and exacting life? He told us the history of the mission—how Pala was founded about a hundred years ago by Padre Peyri as an “assistancia” to San Luis Rey, about twenty miles away. It pros-

## ON SUNSET HIGHWAYS

pered at the start, its conversions numbering over a thousand in two years. The chapel was built shortly after—a long, narrow adobe twenty-seven by one hundred and forty-four feet, with roof of characteristic mission tiles. As a result of the secularization by the Mexican government, Pala rapidly declined and when it came into the possession of the Americans, it was already falling into ruin. It was finally deeded to the Landmarks Club, which agreed that it should revert to its proper ownership, meaning, doubtless, the Catholic Church. When Father Doyle came here, it was in a sad state of decay, but with untiring zeal and energy he has restored the chapel and rebuilt the quaint campanile or bell-tower. Father Doyle pointed out his work on the chapel—the restoration of the walls and old tile roof—but little has been done to the interior, which still has its original floor of square tiles and rude, unhewn beams supporting the roof. The priest who preceded him for a short time evidently had little sentiment, for he had ruthlessly covered up the ancient Indian decorations with a coat of whitewash. Father Doyle had removed it carefully in places, exposing the old frescoes, and hoped it might be possible to complete this work some time. In the chapel are two odd wooden statues from Spain, gaudily colored and gilded, of the Virgin and San Luis Rey, which the father declared were highly



CAMPANILE, PALA MISSION  
From Photograph by Putnam & Valentine



## THE INLAND ROUTE TO SAN DIEGO

venerated by his Indian parishioners. He also showed us with much pride a few vestments used by the early padres, and a fine collection of baskets—mostly given him by the makers—of the different tribes among which he had worked.

The most distinctive and picturesque feature of Pala Mission is the quaint campanile, of which our picture will be far more descriptive than any words. The present structure is largely a restoration by Father Doyle, who also rescued and hung the two large bronze bells now in the niches of the tower. The dormitory building is quite ruinous—with the exception of the priest's quarters and a portion occupied by a small general store, it has almost vanished.

The Indians now living in Pala are not the descendants of the original inhabitants of the village when the mission was founded. These were ousted after the American occupation and scattered in the surrounding hills, having now practically disappeared. The present population is made up of the Palatingwa tribe, which was evicted from Warner's Ranch some twenty miles away and given a home here by the Government. An effort is now being made to improve their condition and it is to be hoped that tardy justice will make some amends for all that the red men about Pala have suffered at the hands of their white brothers.

## ON SUNSET HIGHWAYS

We inquire the road to Escondido and Father Doyle tells us that the shortest route is to cross the river and strike over the hills to Lilac and Valley Center. It may be the shortest route, but a rougher, steeper, stonier byroad is not common, even in California. It winds along the hill-crests with sharp little pitches and short turns that will compel any driver to attend carefully to business. It would have been better to follow the river to the junction with the main road, though the distance is a few miles farther. At Valley Center—which is only a ranch-house—we come into a fairly good highway, which steadily improves as we approach Escondido. It was on this fine road that we spied a huge rattlesnake basking in the afternoon sun, too lazy or too defiant to make much effort to get out of the way of our wheels, which passed over him. A blow from a rock finished him, and his twelve-jointed rattle was added to our trophies. It seemed a pity to leave his beautifully marked sepia-brown skin, but we had no facilities for removing and caring for it.

Escondido means "hidden," a name probably suggested by the location of the little town deep in the mammoth hills. It is, however, the best town on the inland route between Riverside and San Diego, and though small, it is apparently an energetic community. The main street was being macadamized and im-

## THE INLAND ROUTE TO SAN DIEGO

proved for some distance out of the town, and a large hotel and handsome schoolhouse testified to its enterprise. For some miles to the south of the town the road is straight and level; then we re-enter the hills and begin the ascent of the finely engineered Poway grade. The road swings up the giant hills in long, easy loops and as we near the summit the whole grade lies before our eyes as we look backward down the canyon. From the crest there is another wonderful view of hills touched with the declining sun and wooded canyons shrouded in the amethystine haze of evening. To the right a road cuts across the hills to LaJolla by the sea and we followed this on one occasion. It is a narrow, little-used road running along the hill-crests or clinging precariously to their sides, but it proved smoother and easier than we anticipated. It passes through Miramar—the great country estate of a millionaire newspaper man—comprising many thousands of acres. Some of the land was cultivated, but the great bulk of it is in cattle ranges. For miles we saw no human habitation and had some difficulty in keeping the right road. We came into the main coast road a few miles north of La Jolla and hastened to Del Mar—of which more anon—where we preferred to pass the night rather than at San Diego.

On our first trip, however, we continued on our way to the city and gliding down Poway grade we



## ON SUNSET HIGHWAYS

came to a fork in the road with a sign informing us that one branch led to San Diego by Murphy Canyon and the other by Murray Canyon. We chose the former, believing, for obvious reasons, that must be the best, and soon came into the new-old town on the quiet, land-locked harbor, where the white man's work in California had its beginnings.

## VI

### ROUND ABOUT SAN DIEGO

If one wishes to stop within the city of San Diego, he will find the U. S. Grant Hotel equal to the best metropolitan hostelries and when he comes to settle his bill, will also learn that the best metropolitan establishments "have nothing on" the Grant in the way of stiff charges. It is a huge, concrete structure—"absolutely fire-proof," of course—and its interior appointments and furnishings are in keeping with its imposing exterior. It is justly the pride of San Diego and, despite the marvelous growth of the town, it will be long before it outgrows this magnificent hotel.

There is much for the tourist stranger to see about San Diego—the oldest settlement of the white man in California. The motor car affords ideal means for covering the surrounding country in the shortest time and if you are stopping at the U. S. Grant or the Coronado, time is money beyond any peradventure. With the assistance of the excellent maps of the Auto Club of Southern California, one can easily locate and reach the points of interest in the immediate vicinity outside the limits of the city.

## ON SUNSET HIGHWAYS

The old mission will usually be the first objective, and more especially it appeals to ourselves, who have already determined to traverse the entire length of the King's Highway to visit all the decaying monuments to the work of the zealous Franciscan padres. It has a special significance as the earliest Spanish settlement in California and as the beginning of a movement that has widely influenced the history and architecture of the state. The story of its founding I have already told in brief; its history in a general way was much the same as that of San Gabriel. Our outline of the mission play in a preceding chapter gives a true conception of its earliest days; owing to the distrust of the natives it was long before converts were made in considerable numbers. The region about was well peopled, but only seventy-one converts had been secured by 1774, six years after Serra's landing. A year later the mission was attacked by a horde of savages, variously estimated at from five to eight hundred, who burned the rude brush-roofed building to the ground and murdered Father Jayme, one of the priests. When news of the disaster reached Father Serra, who had gone northward to Monterey, he rejoiced in the martyrdom of his friend. "God be praised!" he cried. "The soil is now watered," thus accepting the calamity as a presage of victory to come. The troubles with the natives continued until



NOTIZIE MUSEO OGGETTO NAT.



1779, when they were pacified by some of their number being made officials in the society, Alcades and Regidores, as they were styled. These dignitaries administered justice to their own people under the direction of the padres and from this time the progress of the mission was rapid. In 1800 it was the most populous of the missions, its neophytes numbering fifteen hundred and twenty-three. More substantial buildings had been erected and an extensive scheme of irrigation had been begun, remains of which astonish the beholder to-day. The great dam is in a gorge about three miles above the mission. It was built of gray granite twelve feet thick and stands as firm and solid as ever, though it is now nearly filled with sand.

The mission's prosperity continued, with occasional interruptions on account of differences with the natives, until the secularization in 1833. After this the Indians were gradually scattered and were decimated in frequent clashes with the Spanish soldiers. Eleven years later an official report showed but one hundred natives connected with the mission as against more than fifteen hundred in its palmy days—a fact which needs no elucidation to show the results of Mexican confiscation. The buildings were reported by a United States officer to be “in good preservation” in 1852, and were then occupied by American troops.

## ON SUNSET HIGHWAYS

To-day only the "fachada" of the old church remains. It stands on a hillside about five miles northeast of the city and overlooks the beautiful valley of the San Diego River. The avenue leading to it from the main road passes between long rows of eucalyptus trees and the ruin itself presents a picturesque effect in its setting of palms and black and silver-gray olives. A large dormitory near by houses several priests, who courteously receive the visitor and tell him the story of the mission. There is little to show, but one who is interested in the romantic history of the Golden State will find himself loath to leave the time-mellowed fragment of, perhaps, her most historic building. And his reveries will be saddened by the thought that the precious old structure is rapidly falling into decay, which will mean its ultimate extinction unless energetic measures are adopted to restore and protect it. Surely the earliest relic of the beginning of civilization on our great Pacific Coast is deserving of loving and conscientious care.

On our return to the city we left the main highway a short distance from the mission and pursued a mountain road to Lakeside Inn, a much-advertised resort. This road—a mere shelf cut in the side of the hills—closely follows the course of the San Diego River, usually far above it, with a clifflike declivity at the side. It is quite narrow in places and there are many

## ROUND ABOUT SAN DIEGO

sharp turns around abrupt corners—a road not altogether conducive to peace of mind in nervous people. The scenery, however, makes the trip worth while—the river boiling over its boulder-strewn bed and the wooded hills on every hand combining to make a wild but inspiring picture.

The inn is an immense wooden structure with handsome grounds which do much to make up for the rather shabby appearance of the building. The lake is an artificial pond—about the only kind of lake to be found in the vicinity of San Diego. The excellent dinner was another point in the Lakeside's favor, deserving mention, and this was doubtless the attraction which brought several cars besides our own, as nearly all left shortly after the meal. We lounged about the grounds for awhile and then followed suit, taking a different road—by the way of El Cajon and La Mesa—an easier though less spectacular route than that by which we came.

This passes Grosmont, a great conical hill some twelve hundred feet high, and a well-engineered roadway leads to the summit. Of course we must make the ascent, though the steep appearance of the grades caused the occupants of the rear seat some uneasiness. The ascent did not prove so difficult as we anticipated at first glance, though the pitch just before one comes to the summit is enough to worry any careful driver



## ON SUNSET HIGHWAYS

a little. The view from the hill is advertised as "the grandest panorama in the world; one that simply beggars description," and "Fighting Bob" Evans is quoted as having said, "Of all the beautiful views in the world, give me Grosmont; nothing that I have ever seen can beat it." It may have been that the bluff admiral climbed Grosmont after an extended voyage at sea and any land was bound to look good to him. Lillian Russell, the actress, is quoted by the guide-book in a similar strain, but while Lillian is an accepted authority on personal pulchritude, I do not know that she can claim the same distinction with reference to scenic beauty. In any event, while the view from Grosmont is truly grand and inspiring, I am very sure that we saw many nobler ones from California mountain peaks. Indeed, we saw one still more glorious the next day—of which more anon. The view, however, is well worth the climb to anyone fond of panoramas and free from nervous qualms on mountain roads.

Of course everyone who comes to San Diego must see the Coronado, whose pointed red towers have become familiar everywhere through extensive advertising and whose claim as the "largest resort hotel in the world" has not been disputed, so far as I know. It is situated on the northern point of the long strip of sand that shuts in the waters of San Diego Bay and which

## ROUND ABOUT SAN DIEGO

widens to several hundred yards, affording extensive grounds for the hotel as well as sites for numerous private residences and a small village. It may be reached by ferry from the city or one may drive around the bay—a distance of twenty-one miles, and when we undertook it a very rough road for the greater part of the way. The drive is not very interesting; the shore is flat, and there is little opportunity to get a view of the bay. It is the kind of trip that one cares to make but once, and on subsequent visits to Coronado we crossed by the ferry, which carries the auto cheaply and satisfactorily.

The “season” had passed and we had no difficulty in getting rooms at the Coronado, though we found that the four dollars per day so prominently displayed in its advertising was pretty much of a myth, and that double that figure is more nearly the truth for the guest who dislikes being tucked away in one of the dormer-windowed rooms on the roof. But one doesn’t go to such a place to save money, and when one considers the vast investment and the expense necessary to run such an establishment, the wonder becomes that they can make ends meet, after all.

Our windows opened on one side upon the sunset sweep of the Pacific, and on the other we came into a corridor overlooking the tropic beauty of the great court. The Coronado is on such a vast scale that it

## ON SUNSET HIGHWAYS

takes one some time to get his bearings, and though the hotel can accommodate upwards of a thousand guests at a time, the public rooms and grounds never seem crowded. Its most distinctive interior feature is the great circular ball-room, perhaps two hundred feet in diameter, and covered by an open-beamed pavilion roof. But the interior is of less consequence to the average Eastern guest than the outside surroundings—the climate of eternal, unchanging summer, the tropical foliage and flowers, and the never-ending roll of the blue ocean on the long sandy beach. Here is the most equable temperature in the United States, if not in the world, the winter mean being fifty-six degrees and the summer sixty-eight. Frost has never been known on the little peninsula; even the freeze of 1913 did not touch it. It is not strange, then, that it glows with the brilliant color of numberless flower-beds and that almost every variety of these is shown in the collection of many hundreds in the Coronado Court. Here, too, is one of those delightful features of Southern California, an open-air aviary, where hundreds of songsters and birds of brilliant plumage are given practical freedom in a great cage. There are several miles of fine driveways about the hotel and village, and one can explore the place in a short time by motor. He will learn a fact that many people do not know—that the hotel is not all of Coronado, by

## ROUND ABOUT SAN DIEGO

any means. Here is a good-sized village with many handsome residences. There are also several cheaper lodging-houses and one can live as economically as he chooses in the "tent city" during the season.

Coronado would never appeal to such nomads as ourselves as a place to stay for any length of time—even forgetting the "freight," if we were able to be so happily oblivious to a matter of such moment to us. After a saunter about the grounds, indescribably glorious in the tempered sunlight, and a drive about the village, we were ready for the road again. Like nearly every stranger who comes to San Diego, we were hankering for an excursion into Old Mexico—just to be able to declare we had been there—and the short jaunt to Tia Juana served this very useful purpose. The trip is doubly sensational since Tia Juana has been the seat of genuine war, and you can see the bullet holes in the wretched little hovels of the village. It is even guarded by a "fort," which chanced to be deserted at the time of our incursion. It lies only two or three miles across the border-line, beyond which the road was simply execrable. It meandered in an aimless fashion across the wide plain and was deep with dust and full of chuck-holes that wrenched the car unmercifully. And after we arrived we found nothing but a scattered hamlet made up of souvenir stores, saloons, and a few poor little cottages. Evi-

## ON SUNSET HIGHWAYS

dently the place depends for its existence on the troops of tourists from across the border, and Tia Juana—which, being interpreted, means “Aunt Jane”—welcomes them as cordially as her limited means permit.

While the ladies ransacked the counters of the souvenir store for bargains—principally, no doubt, for the satisfaction of carrying a little “contraband” over the border—we endeavored to interview some of the native loafers on the status of the revolution, but got only a “No sabe” for our pains. A few minutes of Tia Juana will generally satisfy the most ardent tourist and we were not long in turning the “Forty” U. S.-ward. The customs official waved us a non-chalent salute—he did not even give us the courtesy of a cursory glance into the car; evidently he knew that one would find nothing in Tia Juana worth smuggling into the country. We bade farewell to the land of the greaser with a feeling of double satisfaction; we had been in Mexico—quite as far as we cared to go under conditions then existing—and we were glad to get off the abominable road.

No one will wish to leave San Diego without a visit to the Old Town, for here is the identical spot where Father Serra first landed and began his work of converting and civilizing the natives. Here was really the first mission, though afterwards it was removed to the site which we had already visited. Here Gen-

## ROUND ABOUT SAN DIEGO

eral Fremont hoisted the stars and stripes in 1846—less than a century after Serra's coming. Here is the old church with its mission bells brought from Spain in 1802; the earliest palm trees in the state; the old graveyard, with its pathetic wooden headboards; the first brick house in California (another may also be seen in Monterey); the foundation of the huge Catholic church, projected many years ago but never completed; and the old jail "built by the original California grafter," as the prospectus of the enterprising proprietor of "Ramona's Wedding Place" declares.

The Old Town adjoins the city just where the Los Angeles road leaves the bay for the north. Perhaps this is not strictly correct, for the limits of San Diego extend northward nearly to Del Mar, taking in a vast scope of thinly populated country which no doubt the enthusiastic San Diegans expect to be converted into solid city blocks before long. There are many ancient adobe houses in the Old Town, the most notable of which is the Estudillo Mansion, popularly known as Ramona's Wedding Place. It was doubtless the house that Mrs. Jackson had in mind when she brought her Indian hero and his bride to old San Diego after their flight from Temecula, where they had expected to be married. This is, of course, purely fictional, but the house is an excellent type of

## ON SUNSET HIGHWAYS

the ancient Spanish residence of the better class. It was burned in 1872, but the solid adobe walls still stood and a few years ago the house was restored. It is now a museum and curio store, and the proprietor is an enthusiastic antiquarian and an authority on mission history. The house covers nearly a city block; it is built in the shape of a hollow square, open on one side, and around the interior runs a wide veranda surrounding a court. This is beautified with flowers and shrubbery and to one side is a cactus garden containing nearly every known species of this strange plant. The collection of paintings, antique furniture, and other relics relating to early days in California is worth seeing and one can learn something of the history and romance of the missions from the hourly lecture delivered by the proprietor. He will also take pleasure in telling you about the Old Town and his experience with the Indians, from whom he purchases a large part of the baskets, silver trinkets, and other articles in his shop. One can easily put in an hour here, and if time does not press, the garden is a pleasant lounging-place for a longer period.

A motor tour of San Diego must surely include the drive over the splendid new boulevard that follows the sinuous length of Point Loma to the old lighthouse standing on the bold headland which rises at the northern entrance of the harbor. It is a dilapidated

## ROUND ABOUT SAN DIEGO

stone structure, only twenty or thirty feet high, but from the little tower we saw one of the most glorious views of all those we witnessed during our thirteen thousand miles of motoring in California. The scene from Grosmont is a magnificent one, but it lacks the variety and color of the Point Loma panorama. Here ocean, bay, green hills with lemon and olive groves, and distant snow-clad mountains combine to form a scene of beauty and grandeur that it is not easy to match elsewhere. Almost at our feet swell the inrolling waves of the violet-blue Pacific, which stretches away like a symbol of infinity to the pale sapphire sky that meets it to-day with a sharply defined line. The harbor is a strange patchwork of color; gleaming blues—from sapphire to indigo—and emerald-greens nearer the shores, flecked here and there with spots of purple, and the whole diversified with craft of every description. Across the strait is a wide, barren sand-flat and a little farther the red towers of Coronado in its groves of palm trees. Beyond the harbor the city spreads out, wonderfully distinct in the clear sunlight that pours down upon it. Still farther lie the green hills and beyond these the mountains, growing dimmer and dimmer with each successive range. Here and there in the distance, perhaps a hundred miles away, a white peak gleams through the soft blue haze. Nearer at hand you see the rugged contour of Point



## ON SUNSET HIGHWAYS

Loma itself; the tall slender shaft that marks the graves of the victims of the explosion on the Cruiser Bennington a few years ago; the oriental towers of the Theosophical Institute, and down along the water line the guns and defenses of Fort Rosecrans. It is a scene that we contemplate long and rapturously and which on a later trip to San Diego we go to view again.

As we returned to the city some evil genius directed our attention to a sign-board pointing to a little byroad down the cliff but a short distance from the light-house and bearing the legend, "To Fort Rosecrans." We wished to see Fort Rosecrans and decided to avail ourselves of the handy short cut so opportunely discovered, and soon found ourselves descending the roughest, steepest grade we found in California. A mere shelf scarce six inches wider than our car ran along the edge of the cliff, which seemingly dropped sheer to the ocean far beneath. The grade must have been at least twenty-five per cent and the road zig-zagged downward around corners that brought our front wheels to the verge of the precipice at the turns. Both brakes and the engine were brought into service and as a matter of precaution the ladies dismounted from the car. We should have been only too glad to retreat, but turning around or backing was clearly impossible. We could do nothing but keep on, creeping downward, hoping fervently that we might not meet a

## ROUND ABOUT SAN DIEGO

vehicle on the way. At last the road came out on the beach and we drove into the main street of the village near the fort, where people stared at us in a fashion indicating that few automobilists came by the route we had followed.

There was little to see at Fort Rosecrans and our nerves were too badly shaken to leave room for curiosity, anyway. We went on into the main highway, resolving to be more cautious about short cuts in the future. When we came again to Point Loma some months later, the sign that led us down the cliff had been replaced with a mandate of "Closed to autos," and we wondered if we were responsible for the change!

On this latter trip we paused before the Roman gateway of the Theosophical Institute and asked permission to enter, which was readily given for a small consideration. Autos are not admitted to the grounds and we left our car by the roadside, making the ascent on foot. As we came near the mysterious, glass-domed building, we met a studious young man in a light tan uniform and broad-brimmed felt hat, apparently deeply absorbed in a book as he paced to and fro. To our inquiries for a guide he responded courteously, "I will serve you with pleasure myself," and conducted us about the magnificent grounds. In the

## ON SUNSET HIGHWAYS

meanwhile he took occasion to enlighten us on the aims and tenets of his cult.

"Many people," he said, "think that there is something occult or mysterious about the institute, but the fact is that it is a school open to everyone under twenty-one who will comply with our regulations. We prefer to take young children and train them from the very beginning, which our experienced teachers and nurses can do better than their mothers," but noticing the look of indignant protest which came to the faces of the ladies of our party, he quickly qualified his statement with — "perhaps."

"The tuition," he went on, "is a thousand dollars per year, which includes everything—and the pupils never leave these grounds until they have completed our course. Thorough education is our first object; doctrine is secondary—we do not even ask them to accept our tenets unless they wish to do so. There is nothing secret or occult about our institution; we do not keep the public from our buildings because of anything mysterious there, but because sightseers would interfere with the work. We have more than three hundred children in the schools at present and in some cases their parents live in the houses on our grounds. No, it is not a 'community' in any sense of the word, and the statement often made that people who join with us must give us their property and surrender

## ROUND ABOUT SAN DIEGO

themselves to our control, is absolutely false. There is no time to tell you of our peculiar teachings, but you will receive booklets at the gate-house that will enlighten you on them. Reincarnation, as you would style it, is one of our fundamentals and Katherine Tingley, who founded the Institute, is from our point of view the spiritual successor of the famous Russian teacher, Madame Blavatsky."

Regardless of our attitude on Mrs. Tingley's teachings and beliefs, one can not question her soundness and success in a business and aesthetic way. Everything about the establishment speaks of prosperity and it would be hard to imagine more beautiful and pleasing surroundings. The buildings are mainly of oriental design, solidly built and fitting well into the general plan of the grounds. Among them is a beautiful Greek theatre where plays open to the public are sometimes given. The grounds evince the skill of the landscape-gardener and scrupulous care on part of those who have them in charge. Flowers bloom in profusion and a double row of palms runs along the seaward edge of the hill. Through these gleams the calm deep blue of the ocean, which seldom changes, for there are but few stormy or gloomy days on Point Loma. The outlook to the landward is much the same as we beheld from the old lighthouse—a panorama of green hills and mountain ranges, stretching

## ON SUNSET HIGHWAYS

away to the snow-capped peaks of San Bernardino, nearly one hundred and fifty miles distant. It is a glorious spot, well calculated to lend glamour to the—to our notion—fantastical doctrines of the cult which makes its headquarters here. Indeed, my friend—whose religious ideas are in a somewhat fluid state—was deeply impressed and after reading the pamphlets which we received on leaving, intimated that the doctrines of Theosophy looked mighty good to him—though I believe this is as far as he ever got in the faith.

## VII

### THE IMPERIAL VALLEY AND THE SAN DIEGO BACK COUNTRY

The infinite variety of California will be more and more impressed upon the tourist as his travels take him farther from the beaten track. It is, truly, a land of contrasts; and only one who goes from the green valley of the Sacramento to the arid sands of the Imperial Desert will know how sharply marked the contrasts may be. The former will remind him not a little of the green and prosperous farm lands of the Middle West and the agricultural methods pursued are not widely dissimilar, but where else in the world can a parallel be found for the strange valley that lies beyond the rugged mountain ranges eastward from San Diego?

Twenty-five years ago this weird, sun-blistered desert seemed the most unlikely spot on earth to become a place of incredibly productive farms and thriving towns. The arid bed of a long-vanished inland sea, lying from a few inches to three hundred feet below sea level, with a temperature varying up to one hundred and thirty degrees in summer and less than an inch of annual rainfall, surely gave little promise of

## ON SUNSET HIGHWAYS

ever becoming an agricultural bonanza. It was even more typically a desert, says one authority, than any part of the Sahara of which we have record. To the ordinary layman passing through on the Southern Pacific, nothing would have seemed farther from the range of possibility than that this counterpart of Death Valley should ever become a green and fertile land.

There were, however, a few thoughtful pioneers who knew of the possibilities of the desert when water could be brought to it and who were aware that within a comparatively short distance the great Colorado River coursed through its channel at an altitude higher than the floor of the Valley. Here was water, practically unlimited, which needed only direction into an irrigating system to change the desert's sandy wastes into fertile fields. Dr. Wozen-croft of San Bernardino was the first to take practical steps towards this great work, about fifty years ago. He endeavored to obtain from Congress a grant of land upon which he might carry out his project, but the idea was not taken seriously by the lawmakers, who dismissed it with a few jocular flings at the promoter's expense. The experts declared the plan not impractical, but the politicians could not be induced to take favorable action upon it. The immediate outcome was that the enthusiastic promoter lost his fortune in his fruitless efforts and died a disappointed

## THE IMPERIAL VALLEY

man, but he had directed public attention to the possibility of reclaiming the Valley and various attempts were made by others to carry out his plans.

No considerable headway was made until the organization of the California Development Company in 1896 for the purpose of reclaiming what was then first styled the Imperial Valley. This was a water corporation whose purpose was to construct an irrigating system to serve some five hundred thousand acres of desert land then open to occupation by settlers under the national homestead acts. The profits of the company were to come from the sale of water service, since it did not own or control the land. The contour of the country made it necessary to bring the main supply canal through Mexican territory for a distance of forty or fifty miles, and the canal now serves some two hundred thousand acres in Mexico. An old river bed which resulted from an overflow many years ago carried the water a considerable part of the distance and greatly minimized the labor necessary to complete the canal. Still, it was a stupendous task, requiring several years' time and a large expenditure of money. The seepage and overflow from the irrigating system was to be conveyed to the lowest part of the Valley, the Salton Basin, now occupied by the Salton Sea, a shallow lake two or three hundred square miles in extent.



## ON SUNSET HIGHWAYS

This lake originated in a sensational manner, which engaged the attention of the country for many months. During the summer of 1904 the development company undertook to increase the supply of water from the Colorado by cutting a new outlet which was to be controlled by flood gates. Before the work was completed an unprecedented rise washed away the controlling works and threatened to turn the whole volume of the river into the Valley. A tremendous channel was soon torn in the sands by the raging flood—which was known as New River—and the waters coursed through the Valley to Salton Basin, which filled rapidly. Efforts made by the company to check the torrent were without avail; its means and facilities were too limited to cope with the serious situation.

In the meanwhile the existence of the Valley, with its farms and towns, was threatened; if unchecked, the flood would eventually restore the inland sea that filled the basin in prehistoric times. The settlers were greatly alarmed and appealed to the Government for assistance. Congress was not in session and President Roosevelt, with characteristic resourcefulness, called upon the Southern Pacific Railroad Company to undertake the task of curbing the river, assuring the officials of the road that he would recommend an appropriation by Congress to reimburse them for

## THE IMPERIAL VALLEY

money expended in the work. The railroad company consented and after several months of almost superhuman effort and an expenditure of two million dollars, the flood was curbed and the vast empty chasm of New River left to tell the story of its wild fury.

But Congress refused to make the appropriation and the Southern Pacific "held the sack" for the enormous sum spent in protecting the Valley. The people likewise declined to issue bonds to reimburse the railroad company, which considered itself the victim of bad faith on part of both the Government and the citizens of the Valley. We heard an echo of the controversy when we visited El Centro—another break was imminent on account of high water in the Colorado and the railroad was called upon for assistance. The officials notified the owners of the threatened lands that when a sufficient sum of money to guarantee the cost of the work was deposited in a Los Angeles bank, they would hurry a force to the scene of the trouble—and the cash was forthcoming without delay.

The story of the flood forms the framework of Harold Bell Wright's recent novel, "The Winning of Barbara Worth," and while the narrative does not by any means adhere to historic fact, it has served to

## ON SUNSET HIGHWAYS

bring the Imperial Valley to the attention of many a reader who had scarcely heard of it before.

Prosperity at present is at high tide in the Valley; money is made so easily and surely that the disadvantage of the climate is readily overlooked by the inhabitants, many of whom profess to actually enjoy it. But a climate that is hot in winter and superheated in summer, rainless, and with almost incessant high winds that stir up clouds of dust and occasional sand storms, has its drawbacks, we must admit, Rainfall, however, is neither needed or wanted. The farmer turns the water on at the proper time and there need be no excessive moisture or protracted drought.

Under such conditions the productiveness of the land is almost incredible. Six or eight heavy crops of alfalfa are harvested from a single field during the year. Barley, oats, and other small grains flourish and at present are cut mostly for forage. Cotton gives promise of becoming one of the most valuable crops, about twenty thousand acres being planted in 1913. The quality rivals the sea-island product and the yield is large, averaging more than a bale to the acre. Vegetables and berries flourish in endless variety and truck-gardening for the Los Angeles and San Diego markets is profitable because the season for everything is ahead of the rest of California. Citrus fruits of finest

## THE IMPERIAL VALLEY

quality thrive wonderfully, but as yet little has been done in orchard-planting. Figs are readily grown and it is said that the date palm will flourish and produce an excellent quality of fruit in the Imperial, though it has not been a success elsewhere in California. Cattle-raising and dairying are leading industries—the butter product alone was worth five million dollars in 1913. Taking the country over, however, the Imperial Valley is probably more famous for its cantaloupes than for any other single product. Last year it produced six thousand cars of this succulent melon and they were on the market from Boston to San Francisco before the Rocky Fords were in blossom.

Until quite recently the Valley could be reached only by the main line and branches of the Southern Pacific Railroad and by one or two inferior wagon trails which meandered through the great hills and over the sands. The desirability of a motor highway led the business men of San Diego to raise by subscription sufficient funds to complete the road through the mountains from Mountain Spring on the San Diego County line to the floor of the Valley, where it continues for a dozen miles through sands not quite heavy enough to stop progress if one keeps on the beaten trail. Beyond Coyote Wells an attempt had been made to improve the road by freely oiling the

## ON SUNSET HIGHWAYS

sand. The older portion was broken and rough, though for some distance out of Dixieland there is as fine a boulevard as one could wish. In San Diego County the stage road is part of the magnificent new highway system, of which I shall have more to say later.

Another wagon road comes down from San Bernardino, following the main line of the Southern Pacific through Banning and Palm Springs to Mecca, near the head of the Salton Sea, where it leaves the railway, taking the southern side of the lake, and entering by the way of Brawley. The Automobile Club Service Department declared this road practically impassable for motors because of long stretches of heavy sand, but a few cars struggle through during the course of the year. The worst places were undergoing improvement and in a few months this route will probably not present serious difficulty to motor cars.

A second railroad is being built through the Valley from San Diego to Yuma and great things are expected from its coming. We found it completed to within twenty miles of El Centro. It has proven a Herculean task for the promoters, headed by John D. Spreckles of San Diego, who, despite his millions, found great difficulty in overcoming the opposition of the Southern Pacific and in raising funds to carry on the work. Owing to the impracticability of cross-

## THE IMPERIAL VALLEY

ing the mountains, it was necessary to build the road for a considerable distance through Mexican territory. The promoters expected to have the San Diego & Arizona, as the new road is styled, in operation by the middle of 1915.

The standard motor route from San Diego to El Centro—the capital of the Valley—runs by the way of the Potrero grade through the tiny villages of Jamul and Dulzura. One does not have to own a car—or even to hire one—to motor in state over this wonderful highway, for a half dozen automobile stages make the trip each way daily, the fare averaging about five dollars for the one hundred and twenty miles.

An alternate road as far as Campo, about forty miles from San Diego, goes by the way of Lakeside and Descanso and takes one through some of the most picturesque hills and vales of the "Back Country." It is nearly twenty miles longer than the stage road, but it has no serious grades and has been designated as the route of the new state highway. We found it well improved as far as Lakeside, but beyond it became a winding trail, meandering through canyons heavily wooded with oak and sycamore.

On the recommendation of a fellow-motorist just returned from the Imperial we chose this route on our outward trip. We left San Diego about ten o'clock, advertising our destination to the public generally by

## ON SUNSET HIGHWAYS

the five-gallon canvas water-bag that dangled from our car. Most cars for the desert carry this useful adjunct and there are conceivable predicaments where it might be very serviceable. Beyond Lakeside we entered the hills and saw much delightfully picturesque scenery, though the country seemed likely never to be of great value to mankind except for scenic beauty. There were one or two villages and occasional ranch-houses in the cultivated spots in the valleys, but the rugged hills rising on every hand gave little promise of future productiveness. This section is already famous as a vacation resort and several of the ranchers are prepared to care for campers and summer boarders. Many of these ranches are ideally located in grassy, tree-fringed vales watered by clear mountain streams. The coming of the state highway will bring prosperity to these villages and resorts and greatly assist in the development of the scanty resources of the country. The Viejas grade near Descanso is the only considerable ascent and this is easy and well-improved.

At Campo we came into the stage road and pursued our way for some miles through rolling, oak-studded hills. A band of gypsies camped by the roadside stopped us with many gesticulations and were immensely disgusted when we declined to wait for fortune-telling. They presented a picturesque

## THE IMPERIAL VALLEY

sight in their brightly colored, oriental-looking costumes and at a distance some of the women looked pretty—though as they crowded up to the car a nearer view quickly dispelled this illusion.

Warren's Ranch, a few miles beyond Campo, is the regular stopping-place in both directions for luncheon, and a substantial farm dinner is served at a moderate price. There were perhaps fifty guests on the day of our visit and the proprietor said that it was "a little slack" as compared with the usual run of travel; that on the previous Sunday one hundred and twenty cars had passed and most of them halted at the ranch for refreshments.

A few miles beyond Warren's we entered the great hill range that cuts the Valley from the coast and jogged up the splendidly engineered road with little effort. We saw some wild, rough scenery during the climb, but nothing to prepare us for the stupendous spectacle that burst on our vision as we reached the summit. It would be no exaggeration to say that we fairly gasped with astonishment as we brought the car sharply to a stand-still, for beneath us lay a vast abyss that reminded us more of the Grand Canyon than anything else we had seen. It seemed as if the red granite mountains had been rent in twain by some terrific cataclysm, leaving a titanic chasm stretching away until lost in the purple haze of the distance.



## ON SUNSET HIGHWAYS

Its walls were bare—save for an occasional cactus—and the reddish tinge of the granite was intensified in the declining sun. The great boulders tumbled discordantly about, the isolated peaks springing from the floor of the canyon, and the endless array of mighty cliffs and precipices all combined to give a rare effect of wild and rugged grandeur. As we descended the winding road we saw the majestic spectacle from many view-points, each one accentuating some new phase of its impressive beauty.

At Mountain Spring, a supply station just beyond the summit, we crossed into Imperial County. From this point the road was built by popular subscription and a wonderful road it is. It winds around the great precipices, which rise far above or drop hundreds of feet below, and crosses yawning canyons, yet it maintains easy grades and avoids difficult turns to an extent seldom seen under such conditions. The smooth wide surface offers temptations to careless drivers and despite the perfect engineering several accidents have happened on the road. A car went off the grade shortly before our passing and a collision occurred near the summit on the following day.

At the foot of the grade we encountered the sandy wash leading down into the valley. For several miles we fairly wallowed through heavy sand, the car pitching and rolling like a boat on a rough sea. Had the

## THE IMPERIAL VALLEY

sand been an inch deeper—so it seemed—we should have been hopelessly stalled—a fate which often overtakes a car departing from the beaten track. We scrambled along with steaming engine and growling gears and were glad indeed when a forlorn little ranch-house hove in sight. A windmill tower indicated water and we took occasion to replenish our supply.

Coyote Wells shows on the map as a post office, but our conception of a village was dashed as we approached the spot by the tiny clapboard shack which greeted our sand-bleared vision. A rudely painted sign, "General Store, Gasoline and Oil," apprised us of the chief excuse for the existence of Coyote Wells. The wells are there, too; eleven feet under the burning sands is an unlimited supply of water. We paused a few minutes and looked around us—which we had scarcely done before, the plunging car and the clouds of sand driven by a forty-mile wind being quite enough to distract our attention. In every direction stretched the yellow sands, dotted with sage brush and cacti. Some of the latter were in bloom, their delicate blossoms, yellow, carmine, and pink, lending a pleasing bit of color to the drab monotone of the landscape. And yet we were told that this sandy waste needs only water to metamorphose it into green fields such as we should see a little later.

## ON SUNSET HIGHWAYS

A few miles beyond Coyote Wells the road had been oiled, but it had broken into chuck-holes and become unmercifully rough. It was not until we entered the confines of the cultivated lands a short distance from Dixieland that we found a fine boulevard, which continued for several miles. Dixieland is the western outpost of the Valley, situated in the edge of the present irrigation district. It is a substantially built village, most of the business houses being of brick and cement. The coming of the new railroad, already within a few miles, will probably bring a great boom for Dixieland.

While bowling along just beyond the town one of our party cried, "Look at the sunset!" and we brought the car to a sudden stop. I have seen gorgeous sunsets in many parts of the world, but nothing that could remotely approach the splendor of the scene that greeted our admiring vision. The sky was partly clouded—rather unusual, we learned—and this accounted for much of the glorious spectacle. The whole dome of the heavens showed a marvelous display of light and color—lucent silver slowly changing through many variations to deep orange-gold, and fading slowly to burnished copper as the sun declined. The clouds lent endless variety to the color tones. Their fantastic shapes glowed with burning crimson or were edged with silvery light.

## THE IMPERIAL VALLEY

The sky eastward was of a deep indigo-blue; westward, above the sun, it burned with ethereal fire. The summits of the dimly defined mountains in the distance were touched with a fringe of golden light and their feet were shrouded in a pale lavender haze—the effect of the sun on the drifting sand. The weird and ghostly appearance of the Superstition Range, a dozen miles to the north, seemed suggestive of the name. Surely the desert gnomes and demons might find a haunt in the rocky caverns of these giant hills set down in the wide arid plain surrounding them on every side. The more distant mountains faded to dim and unsubstantial shadows and were finally obscured by the falling twilight.

When we were able to take our gaze from the heavens we became conscious of the marvelous greenness of the grain and alfalfa fields about us, then accentuated by the weird light of the sunset, and we learned later the scientific cause of the gorgeous Imperial sunsets. Evaporation from the irrigation system and Salton Sea, together with the fine dust constantly in suspension in the dry desert air, are the elements responsible for spectacular effects such as I have tried to describe.

A half dozen miles from Dixieland we crossed New River, a great gulch twenty-five feet deep and several hundred yards wide. This was the channel

## ON SUNSET HIGHWAYS

cut by the terrible flood of 1904-6 and gives some conception of the danger that threatened the Valley when practically the whole volume of the Colorado tore through the yielding sands. There is now no running water in the river, the road crossing on its dry bed.

The roads throughout the Valley are unimproved and a clever plan has been adopted to keep down the dust, which would become almost unbearable in this rainless region. The wide roadways are divided in the center by a ridge of earth; and the sides are alternately flooded with water from the irrigating ditches, a plan which keeps the dust pretty well in control. But woe to the motorist who attempts to drive across a "wet spot" before the road has thoroughly dried—the soil usually partakes of the nature of quicksand; the car speedily settles to the running boards and a stout team is about the only remedy for the predicament.

We reached El Centro after dusk and repaired to the Oregon Hotel, a fairly comfortable inn, though not good enough to satisfy the ambitions of this live town, for the Barbara Worth, a hundred-thousand-dollar steel-and-concrete structure, was building. El Centro has a population of about ten thousand and is a live place commercially, being the capital and banking center of the Valley. It is substantially built and

## THE IMPERIAL VALLEY

we noted there has been developed a type of architecture designed to mitigate the intense heat. The business buildings have arcades with balconies along the streets and some of the houses and public buildings have double roofs. Every sign pointed to the prosperity of the town and it doubtless offers numerous opportunities to enterprising business men.

A favorite trip out of El Centro is to Calexico, eight miles distant on the Mexican frontier, and the streets were thronged with Ford cars bearing the legend, "Auto Stage to Calexico." At the time of our visit, California state troops occupied this border town to forestall a possible attack by the Mexican army in Mexicali, just across the line. There was considerable uneasiness in the Imperial country in view of the fact that the canal carrying the water supply passes through Mexican territory.

The country about El Centro is typical of the whole Valley. As a resident of town said, "When you've seen one corner of the Imperial Valley you've seen all of it—a flat, sandy plain cut up by irrigation canals and covered in the cultivated parts with rank vegetation a good part of the year." In the northern part of the Valley new lands were being opened to the public and Nilands, a boom town, had sprung up almost overnight. The "opening day" saw hundreds of people on hand eager to purchase lots and

## ON SUNSET HIGHWAYS

many of them came to stay, for they brought their household goods, which were piled promiscuously on the sand, often without even the protection of a tent. The first move of the promoters was to found a bank and a newspaper and to begin the erection of a fifty-thousand-dollar hotel and a commodious school-house. And so Nilands took its place on the map and when the arid sands about it begin to produce it will no doubt repeat the history of Holtville, Brawley, and other thriving Imperial towns.

Motorists who come only on a sightseeing excursion will not care to spend much time in the Valley. A round of twenty-five miles will take in Imperial and Calexico and give a general idea of the thousand or more square miles of reclaimed desert land. Touring conditions are far from pleasant—rough roads, intense heat, and high winds with blinding clouds of dust, being the rule. One can easily imagine what a commotion a fifty-mile wind stirs up in this dry, sandy region, where it is frequently necessary to stop until the dust blows away in order to see the road. There is little to vary the monotony of the country, and it is not strange that the average motorist is soon satisfied and longs for the shady hills of the San Diego "Back Country." And so, after a hasty survey, we retraced our way through the sands—and narrowly missed "stalling" while incautiously passing a car laid up for

## THE IMPERIAL VALLEY

repairs—to the mountain wall which shuts in the Valley on the west.

I do not remember of ever having been in a fiercer wind than that which swept down to meet us as we ascended Mountain Spring grade and at the summit it almost seemed as if the wild gusts would sweep the car from the road.

"It is sure some wind," said a native at the little supply shack. "Very unusual, too. I've been in the Valley seven years and never saw it blow like this before."

"Very unusual" is the stock phrase of every loyal Californian for any unpleasant phenomenon of nature—excessive rain, heat, cold, fog, or wind are all "very unusual" when so marked as to call forth comment from the Eastern visitor.

Beyond Campo we followed the stage route to San Diego—mostly a down-hill coast; it was scarcely necessary to use the engine on the eight miles of the Potrero grade. This is part of the new San Diego County system and a wonderful piece of road engineering it is. Though it skirts the edge of the mountain from summit to foot, there are no steep pitches and but few sharp corners; even the driver of the car could enjoy the wonderful panoramas visible during the descent. The forty miles between Campo and San Diego presents a series of wooded hills and sylvan



## ON SUNSET HIGHWAYS

glades which more than once invited us to stop and rest in the shade of the great oaks overarching the road. Such scenes made us anxious to see more of the famous "Back Country," and when we once entered on this delightful tour we were not satisfied until we had covered all the main roads of the county.

From Del Mar on the following day we slipped through winding byroads to Escondido, which we had visited several times previously in course of our rambles. It is a pretty little town of two thousand people, in the center of a fertile valley exploited as the "Garden Spot of Southern California"—a claim which might be quite correct if limited to San Diego County. The valley is seven hundred feet above the sea, surrounded by a circle of rugged hills with huge granite boulders jutting from the dense green chaparral that clothes their sides. It produces small grain, alfalfa, citrus fruits, apples, grapes, and berries of all kinds. There is much truck-farming for the San Diego markets, and cattle and sheep raising are carried on to a limited extent.

Out of this pleasant valley we followed the course of San Pasqual River toward Ramona, and recalled that in this canyon a fight took place in 1846 between the Mexicans and Americans during the wild dash of Kit Carson's rangers to summon aid from San Diego.



A BACK COUNTRY OAK



## THE IMPERIAL VALLEY

The road was a quiet one, winding among splendid trees and passing an occasional ranch-house surrounded by fruit orchards in full bloom. Along the clear little river were grassy glades carpeted with myriads of wild flowers—poppies, Mariposa lilies, primroses, delicate bluebells, and others nameless to us. Crossing the magnificent San Pasqual grade to Ramona we had a glorious retrospect down the valley. It was typical of a large number of valleys in the Back Country which constitute the agricultural resources of San Diego County, and we could not help being impressed with the small proportion that the tillable land bears to the rugged hills. The city of San Diego can hardly base its hope of greatness on the country lying behind it—always excepting the Imperial Valley.

Beyond Ramona to Santa Ysabel and Warner's Hot Springs the characteristics of the country were quite the same. We pursued our way through pleasant valleys between great oak-studded hills clothed with lawnlike verdure to the very summit. Nowhere did we see larger or more symmetrical oaks and in places our road ran under their overarching branches. Mr. Harold Taylor, the well-known Coronado photographer, is one of the few artists who have discovered this wonderful country and his picture which I have reproduced will give a better idea of its sylvan

## ON SUNSET HIGHWAYS

scenery than any description I could write. Every mile between Ramona and Warner's presented some phase of scenic beauty; the road winds through virgin forests, courses through wide, flower-spangled meadows and follows a clear stream for many miles. A lonely ranch-house occasionally reminded us that we were still in the confines of civilization. The only village, Santa Ysabel, is a little supply station for the Indian reservation of the same name. The natives here seemed prosperous and happy and we noticed a little vine-covered church surmounted by the Catholic emblem, which told of their religious preferences.

Warner's Hot Springs proved to be only a country store and post office with a dozen or two adobe cottages which serve as guest-rooms. Substantial meals were served in country style in a large central dining-hall and if accommodations were somewhat primitive, charges were correspondingly low. The springs have a good flow of mineral-impregnated water at a temperature of one hundred forty-eight degrees and strong claims are made for their medicinal properties. It is a very quiet, rural spot and from our cottage veranda we had a fine view of the sunset mountains beyond the wide plain of Mesa Grande. The air was vocal with the song of birds—the trees about our cabin were alive with hundreds of strawberry finches.



ROAD TO WARNER'S HOT SPRINGS  
From Photograph by Harold Taylor



## THE IMPERIAL VALLEY

They told us that the country about the springs was once a famous hunting-ground and though there is still sport in season, it does not compare with that of a few years since. The beautiful California quail are still numerous, but they have become so shy that it is difficult to bag them. Water fowl are plentiful on the lakes of Warner's Ranch and deer and antelopes may be found in the mountains. Fishing is good in the neighboring streams and these attractions bring many sportsmen to Warner's during the season.

For the average motorist, whose chief mission is to "see the country," the attractions of the resort will be quite exhausted in a night's sojourn; indeed, were there a first-class hotel within easy reach he might be satisfied with even a shorter pause. There is nothing nearer northward than Hemet, fifty miles distant, and Riverside is eighty-five miles away. There is a direct road leading through the rugged hills to these points, a third "San Diego route," little used and unknown to motorists generally. It goes by the way of Oak Grove and Aguanga—and the traveler is quite likely to pass these points in blissful ignorance of their existence if he does not keep a sharp lookout. The road is a mere trail winding through sandy river washes, fording streams and finally taking to rugged hills with many steep, rough grades. The signs of the Southern California Auto Club will see you safely through;



## ON SUNSET HIGHWAYS

though there are many places where one would be in a sad quandary were it not for their friendly counsel. The wild beauty of the country, the wide panoramas from the hill crests, the infinite variety and color of the flowers along the way, the giant oaks in the canyons, the stretches of the desert with cactus and scrub cedar, the variegated meadows, and other interesting natural phenomena, will atone for the rough roads and heavy grades, though it is a trip that we would hardly care to make a second time. Beyond Hemet a perfect boulevard to Riverside gave opportunity to make up for time lost in the hills.

But we were not yet through with the Back Country. They told us at Warner's that there was no more beautiful road in the county than the one following the San Luis Rey River between Pala and Santa Ysabel. It was closed by a landslide at the time, but a few days later we again found ourselves in the quiet streets of Pala, intent on making the trip. We had come direct from Temecula over the "big grade," a little-used road across the great hill range between the Santa Margarita and San Luis Rey Valleys. In all our wanderings I doubt if we found a dozen miles of harder going than our climb over the Pala grade. A rough, narrow trail, badly washed by recent rains, twisted around boulders and among giant trees and pitched up and down frightful grades, often along



— A BACK COUNTRY VALLEY —



## THE IMPERIAL VALLEY

precipitous slopes. There were several stony fords to be crossed and a wide stretch of heavy sand on the western side of the range. It is a route to be avoided by people inclined to nervous qualms or who dislike strenuous mountain work. No wonder the regular route to Pala runs by way of Fall Brook and Bonsal, though the distance is greater by thirty or forty miles.

The San Luis Rey river road presented a repetition of much scenery such as we saw on our Warner's Hot Springs trip. It does not leave the stream for any considerable distance, often pursuing its course through a tangle of forest trees. At times it comes out into the open and affords picturesque views of the mountains that guard the valley on either hand. A few miles from Pala a road branches off to Mount Palomar, from whose summit, about four thousand feet high, may be seen on clear days one of the famous panoramas of San Diego County. We were deterred from the ascent by the lowering day, which shrouded the peak in heavy clouds. There is a long though easy climb over the hill range on the edge of "Valle de San Jose," from which we had a glorious outlook over a long succession of ranges stretching away to the red glow of the sunset. For the sun had struggled through the mists which obscured it most of the day and was flooding the breaking clouds with deep crimson. Far below us lay the valley with its patchwork

## ON SUNSET HIGHWAYS

of cultivated fields and red-roofed ranch-houses at wide intervals. Beyond the crest of the grade the road again descends to the river, which we followed to Santa Ysabel. From here we pursued our way over familiar roads to San Diego, experiencing no little satisfaction in having covered all the main highways—and many of the byways—of the county.

## VIII

### THE SAN DIEGO COAST ROUTE

Like many a pious pilgrim of old, we set out on the King's Highway—the storied Camino Real of the Golden State. We shall follow in the footsteps of the brown-robed brothers of St. Francis to the northernmost of the chain of missions which they founded in their efforts to convert and civilize the red men of California. Not with sandals and staff, nor yet with horse or patient burro shall we undertake the journey, but our servant shall be the twentieth century's latest gift to the traveler—the wind-shod motor car. And we shall not expect a night's lodging with a benediction and Godspeed such as was given the wayfarer at each link in the mission chain as he fared forth in days of old. We shall behold loneliness and decay at these ancient seats of hospitality and good cheer. But we feel that we shall find in the crumbling, vine-covered ruins a glamour of romance and an historic significance that would make our journey worth while even if it did not take us through some of the loveliest and most impressive scenery in the world.

When to beauty of country and loveliness of clime

## ON SUNSET HIGHWAYS

are added the touch of human antiquity and romantic association, the combination should prove attractive to even the most prosaic. The memory of human sacrifice and devotion, and the wealth of historic incident that lends such a charm to England's abbeys, is not wanting in these cruder remnants of the pious zeal and tireless industry of the Spanish padres to be found in so many delightful nooks of the Sunset State. The story of the Franciscan missions is a fascinating one, despite its chapters of strife, heavy toil, and ultimate failure. From their inception in weakness and poverty and their rise to affluence, to the time of their decadence and final abandonment, these offshoots of the old religious system of Europe, transplanted to the alien soil of the New World, afford a colorful chapter of American history. The monk, always in the vanguard of Spanish exploration and civilization, came hither, as we have already seen, a little after the middle of the eighteenth century. The Franciscan order had received from the Castilian throne a grant of certain properties in California. Junipero Serra, a monk of true piety and energetic character, gladly accepted the hard and laborious task of founding missions in this new field. How he finally succeeded we have already told. Others followed him and between the years of 1769 and 1823 twenty-one missions were established with-

## THE SAN DIEGO COAST ROUTE

in the present limits of California, extending along the Pacific Coast from San Diego to Sonoma, about seventy-five miles north of San Francisco.

Like the English monks, the Spanish padres when locating their establishments always selected sites with pleasant surroundings and commanding views of beautiful scenery, always in the most fertile valleys and adjacent to lake or river. Many of the California missions are within a short distance of the Pacific, whose blue waters are often visible through the arcades, lending a crowning touch of beauty to the loveliness of the semi-tropical surroundings. And in sight of many of them snow-capped mountains rear their majestic forms against a sky matched only by that of Italy itself. Surrounding the buildings were fertile fields, with flowers, fruit trees, and palms, usually watered by irrigation as well as by winter rains, and, indeed, the Arcadia of the poets was well-nigh made a reality under the sway of the California padres. The missions were located, presumably, a day's journey apart, so that the traveler might find entertainment at the close of each day, for the hospitality of the Franciscan fathers never waned.

I shall give a short sketch of each of the missions as we reach them in course of our pilgrimage, and will therefore omit further historic details here. The building, as a rule, was done solidly and well; adobe,



## ON SUNSET HIGHWAYS

hard-burned brick, hewn stone, heavy timbers, and roof tiles being so skillfully combined that many of the structures are still in fair state of preservation in spite of winter rains, earthquake, and long neglect.

No doubt the equable climate has been a factor in retarding their decay. Adobe structures have naturally suffered most, but even these were so massively built that had it not been for earthquakes nearly all would still stand almost intact. This agency more than any other contributed to the ruined condition of the mission buildings. Several have been more or less restored and are in daily use, and it is to be hoped that all which are not past rehabilitation will finally be rescued from the fate which threatens them.

The old notion that the red man will not perform hard manual labor is contradicted in the history of mission building. The work was done by the natives under the direction of the padres—and hard work it was, for the stone had to be quarried and dressed, bricks and tiles moulded and burned or dried in the sun, and heavy timbers brought many miles, often on the men's shoulders. Just how heavy some of these oaken beams were is shown by several in the San Fernando chapel, fifteen inches square and thirty or forty feet long. Some of the churches were roofed with arched stone vaults which must have required

## THE SAN DIEGO COAST ROUTE

great labor and not a little architectural skill, though the latter was no doubt supplied by the monks.

The Indians were generally reduced to a mild state of peonage, but it seems that the padres' policy was one of kindness and very seldom was there rebellion against their rule on the part of converted Indians. The missions suffered, of course, from attacks by savages who refused to come under their sway, but the priests had few difficulties with the neophytes who worked under them. Taken altogether, there are few other instances where white men had so little trouble with Indians with whom they came in daily contact for a considerable period.

The priests not only looked after the religious instruction of their charges, but taught them to engage in agriculture and such arts and manufactures as were possible under the conditions that then existed. The chief occupation was farming and, considering the crude implements at their disposal, the mission Indians did remarkably well. The plough was composed of two wooden beams—one of them shod with iron; the soil was merely scratched and it was necessary to go over a field many times. A large bough, dragged over the soil to cover the seed, served as a harrow. The carts were primitive in the extreme—the heavy wheels were cut from a single block of solid oak and the axle and frame were of the same clumsy

## ON SUNSET HIGHWAYS

construction. Grain was harvested by hand-sickles and threshed on hard earth by driving oxen over the sheaves. Flour was ground by the women with pestles in stone mortars, though in a few cases rude water-wheels were used to turn grinding-stones.

Live stock constituted the greater part of the mission's wealth. Horses, cattle, and sheep were raised in large numbers, though these were probably not so numerous as some of the ancient chroniclers would have us believe. The Indians were exceedingly skillful in training horses and very adept in the use of the "riata," or lariat. They became efficient in caring for and herding cattle and sheep, a vocation which many of their descendants follow to-day. The mild climate made this task an easy one and the herds increased rapidly from year to year.

Vineyards were planted at most of the missions and the inventories at the time of secularization showed that the fathers kept a goodly stock of wines, though this was probably for their own consumption, the natives being regaled with sweetened vinegar-and-water, which was not intoxicating. The mission grape first developed by the padres is to-day one of the most esteemed varieties in California vineyards.

The missions were necessarily largely dependent on their own activities for such manufactured products as they required and, considering their limited facili-

## THE SAN DIEGO COAST ROUTE

ties, they accomplished some wonderful results in this direction. Brick, tile, pottery, clothing, saddles, candles, blankets, furniture, and many other articles of daily necessity were made under the padres' tutelage and such trades as masonry, carpentry, blacksmithing, tanning, spinning, and weaving were readily acquired by the once ignorant and indolent Indians.

Under such industry and businesslike management, the mission properties in time became immensely valuable, at their zenith yielding a total revenue estimated at not less than two million dollars yearly. This prosperity was greedily watched by the Mexican government, which in its straits for funds conceived the idea of "secularization" of the missions, a plan which ultimately led to confiscation and dissolution. Shortly after this came the American conquest and the conditions were wholly unfavorable to the rehabilitation of the old regime, which speedily faded to a romantic memory. The once happy and industrious natives were driven back to the hills and their final extinction seems to be near at hand. The story of their hardship and desolation and the wrongs they suffered at the hands of the American conqueror forms the burden of Mrs. Jackson's pathetic story of "Ramona."

Justice may never be done to these bitterly wronged people—indeed, most of them have passed beyond

## ON SUNSET HIGHWAYS

reach of human justice; but of later years there has come a deeper realization of the importance of the work of the California missionary and a greater interest in the crumbling relics of his pious activities. It has awakened a little late, you may say, but the old adage, "Better late than never," is doubly applicable here. We who have traversed the length and breadth of Britain have seen how lovingly nearly every ancient abbey and castle is now guarded—though in many cases it was painfully apparent that the spirit was too long in coming. Many a noble pile had nearly vanished from neglect and vandalism ere an enlightened public sentiment was created to guard and preserve its scanty remnants. And I fear that this sentiment was more the result of selfish interest than of any high conception of altruistic duty—the strangers who came to see these ancient monuments and left money behind them probably did more to awaken Britons to the value and importance of their storied ruins than any strong sense of appreciation on their own part. California should be moved by a higher motive than mere gain to properly care for and preserve her historic shrines. They represent the beginning of her present civilization and enlightenment, which has placed her in the forefront of the states. Her history, literature, and architecture have been profoundly affected by the Franciscan missions and their great

influence in this direction is yet to come. They should be restored and preserved at public cost, even though they continue in charge of the Catholic Church. Their claims as historic monuments far outweigh any prejudice that may exist against contributing to any secular institutions and if the Catholic Church is willing to occupy and guard them, so much the better. It insures that they will be kept open to the public at all times and that visitors will be gladly received and hospitably treated. In all our journey along the King's Highway we experienced nothing but the utmost courtesy and kindness from the Catholic priests who may now be found at many of the missions. The padre acts as custodian and guide and can always tell you the story of the mission in his charge. These men have already done much to restore several of the missions and to reclaim them from complete destruction. The church is struggling to carry this work still farther, but she has not the means at her disposal to accomplish it before some of the landmarks will have entirely vanished. And I may say here that although not a Catholic myself, I believe that the Catholics deserve commendation and assistance in this great work.

And if California is not influenced by the higher considerations we have enumerated, selfish reasons are strong for the preservation of the missions. Already they are proving an attraction to a great num-

## ON SUNSET HIGHWAYS

ber of discerning tourists and with the increasing prevalence of the motor car, El Camino Real will become one of the most popular routes in the world. People will bring their cars from the Eastern States—instead of taking them to Europe—and will pass their vacations in California. They will spend money freely and many will become enamored of the country to the extent of becoming permanent residents. The missions are one of the greatest attractions to bring the tourist class to California—she can not afford to allow them to disappear. They form a valuable asset in more ways than one and now is the time to awaken to the fact.

Perhaps I have moralized too long on this subject, but it seemed to me like a necessary preface to a trip over the King's Highway. We left San Diego in the late afternoon and reached the beautiful suburb of La Jolla just as the declining sun was flooding the broad expanse of the ocean with golden glory. The town is situated on a promontory beneath which there is a lovely little park and one can enter several caves from the ocean which, under favorable conditions, are almost as beautiful as the Blue Grotto of Capri. Here is a favorite resort of artists and a permanent colony has been established, the vicinity affording never-ending themes for their skill. One of these is to be seen a few miles farther on the road—







## THE SAN DIEGO COAST ROUTE

the group of Torrey pines on a headland overlooking the sea. Here is the only spot on this continent where these weird but beautiful trees are to be found, and our illustration gives some idea of their picturesque outlines against the sky. They were named for one of our earliest naturalists, John Torrey, who was the first to describe them in a scientific way. The few wind-swept patriarchs of this rare tribe straggle over the bold headland or crouch on its edges in fantastic attitudes. At this point the road leaves the cliff which it has traversed for several miles and descends by a long winding grade to the seashore. There is a fairly steep pitch just at the top, but for most of the descent the gradient is easy, though sharp turns and blind corners make careful driving necessary.

Twilight had fallen when we reached Del Mar—our objective for the night. Previous experience had taught us that the Stratford Inn was one of the most comfortable and satisfactory in California—with the added attraction of moderate rates. It is a modern building, in Elizabethan style, situated on the hillside fronting the wide sweep of the Pacific. It is surrounded by lawns with flowers and shrubbery in profusion and there is a wide terrace in front with rustic chairs, a capital place to lounge at one's ease and view the sunset ocean. Inside everything is plain and homelike—in fact, "homelike" best describes the greatest charm of Stratford Inn.

## ON SUNSET HIGHWAYS

After dinner—which was more like a meal in a well-ordered private home than the usual hotel concoction—I inquired about the roads of the vicinity of a young man whose conversation showed him familiar with the country. He readily gave the desired information and, learning that we were tourists from the East, he put the universal first question of a Californian,

“And how do you like the country?”

“Very much, indeed,” I rejoined. “In fact, it seems to me that anyone who isn’t satisfied with California isn’t likely to be thoroughly satisfied any place short of New Jerusalem.”

“And that’s too — uncertain,” he replied. “California is good enough without taking any chances. In the ten years I’ve been here I’ve never had any hankering to return to the East, where I came from.”

“But honestly, now,” I said, “aren’t there some people from the East who get sick of California and are anxious to get back home?”

“Yes,” he admitted. “I know of several who said it was too monotonous here—that they were going back to God’s country and stay there; but in the course of a year I saw them here again; after one good dose of Eastern winter they came back to California and forever after held their peace. Have you been about Del Mar and up to the top of the hill?”

## THE SAN DIEGO COAST ROUTE

he went on. "No? Then I want you to drive about with me a short time in the morning and let me show you the prettiest seaside town and one of the grandest views in California." He was so sincere that we acquiesced and he said he would be on hand with his car at the appointed hour.

Returning to our rooms, which fronted on the sea, we were soon lulled to sleep by the long, rhythmic wash of the waves on the beach. It would be hard to imagine a lovelier or more inspiring scene than that which greeted us through our open windows on the following morning. An opalescent fog—shot through by the warm rays of the rising sun—hovered over the deep violet ocean; but even as we looked it began to break and scatter, the azure heavens gleamed through, and the sea in the distance took on a deep steely blue, shading into lighter tones nearer the shore, and finally breaking into a long line of snow-white spray. A light rain had fallen in the night and everything was indescribably fresh and invigorating—and the irresistible lure of the out-of-doors, always so strong in California, seemed doubly potent this glorious morning.

We hastened down to breakfast—which proved quite as different from the ordinary hotel meal as the dinner of the evening before—and at the appointed hour our friend appeared with his car. This chance acquaintance proved fortunate—for us, at least—

## ON SUNSET HIGHWAYS

since our guide knew all about the place and most of the people who live there. Some of these are well known in business, literature, and art circles and, drawn by the charm of Del Mar, spend a good part of their time there. The contour of the site afforded remarkable opportunities for the landscape-gardener, and very successfully has he seized upon them. The hill is cut through the center by a deep erosion; along its edges are numerous shelflike places which make unique building sites, some of which have already been occupied. Straight lines have been tabooed in laying out the streets, which circle hither and thither among the Torrey pines and eucalyptus trees. The houses and gardens conform to the artistic irregularity of the streets and, altogether, Del Mar, both in charm of natural situation and good judgment in public and private improvements, is quite unique even in California.

But the marvel of Del Mar is the view from the summit of the great hill which towers above the village and which may be reached by a comparatively easy road. I find a description given in a small booklet issued by the Stratford Inn that is genuine literature—in fact, the literary style of the booklet so impressed me that I spoke of it to a Los Angeles friend. “Not strange,” said he. “It was written by John S. McGroarty, who is interested in Del Mar.” In any

## THE SAN DIEGO COAST ROUTE

event, it is worthy of Mr. McGroarty's facile pen, as is proven by the following description of the scene from Del Mar hill:

"From its pinnacles you can hear the ocean crooning in long, rolling breakers against gleaming shore lines, or see it leap into geysers of spray against majestic headlands for an eye-encompassed distance of forty miles, swelling in from the magic isles of Santa Catalina and San Clemente, and the curtain of the sky far beyond them all. But from the same pinnacles, landward, you shall look down from your very feet into the dream-kissed vale of San Dieguito, serpentine with natural canoe-ways that have crept in from the great waters. And from the San Dieguito meadows there are trails that lead into the valleys of Escondido and San Luis Rey and many other valleys. Eastward are the peaks of the lake-sheltering Cuyamacas and Mt. Palomar. Lift up your vision yet again and you shall behold, all crowned with snow, the hoary heads of old San Antonio, Mount San Bernardino and San Jacinto—the kingly outposts of the royal Sierras. Back of those white serranos is the desert, only fifty miles from where you stand. And it is these two—the desert and the sea—that make Del Mar what it is.

"If some one from a far place were to confront me suddenly and without warning, demanding that I

## ON SUNSET HIGHWAYS

make good all my thrasonical boastings concerning the physical beauty and climatic perfection of California, I believe I should with the most confidence select Del Mar to stand by me and see me through. I believe that on whatever day I should choose to sally forth unheralded with the doubting stranger, Del Mar would be certain to await us with her house in order. Del Mar has its moods, to be sure, else she would not be beautiful; but she is never capricious. Faithful as the sunflower to its god she smiles to the Sunset Ocean and back to the watching hills, ever fair and ever true, in rain or shine, the whole year long, warming the heart with her breath of balm and soothing the soul to rest and peace with her mystical touch.

“The Del Mar which the traveler beholds from the car window as the railroad train glides along the beach on that wonderful journey south from San Juan Capistrano, is a vast hill rising from between two estuaries of the ocean, with Encinitas headland to the north and Torrey Pine Point to the south. But one gets no idea at all of what the hill or Del Mar really is by looking up to it from the railway. Its appearance from such a fleeting view would be much the same as the view of many another coast hill; and it would perhaps pass without special notice from the railway traveler were it not for the fact that it is heavily wooded and that a strikingly beautiful and

## THE SAN DIEGO COAST ROUTE

large building in the Elizabethan style of architecture instantly attracts an admiring eye.

"That Del Mar hill is wooded is owing both to the generosity of nature and to the poetic enterprise of the "boomers" who, in those still remembered days of empire-building, planted the bare spaces to gum, acacia, and other trees. The trees that are indigenous to Del Mar and that have been there for hundreds and perhaps thousands of years are the cypress and the Torrey pine, both of which are favorites with artists and all nature lovers. And they are both rare, the cypress being found hardly anywhere else on the California coast except at Monterey, while the Torrey pine is absolutely unknown on the face of the earth except at Del Mar and La Jolla, a few miles farther south. But there is, besides the scattered Torreys at Del Mar, a whole grove of these five-needled pines—a grove famed among tree-lovers the world over. As to the Elizabethan building, which fastens the traveler's curiosity from his flying window, he is informed that it is an inn called "The Stratford," and well named at that. It was designed by the English architect, Austin, who must have put a good deal of heart into his work, for his inn is a thing of beauty. Nor is it just a thing of outward show. You will think of what rare Ben Jonson said as you sit at its plenteous board and slip away into dreamland from its cool,



## ON SUNSET HIGHWAYS

clean beds, with the deep melody of the sea in your ears: 'There is nothing which has yet been contrived by man by which so much happiness is produced as by a good tavern or inn.' "

I would beg pardon of my reader for having quoted so much at length from an advertising booklet were it not that the quotations themselves render it unnecessary. Doubly fortunate is Del Mar, not only in the charms which she possesses, but in having an admirer who can herald them to the world in such pleasing language and imagery.

We are late in leaving Del Mar—we always were on each of our several visits. But the lure of the road on such a glorious day is too strong for even the attractions of Del Mar and its pleasant inn. The purr of the motor and the long white road winding down to the seashore and disappearing in the distant hills is a combination to rouse all the wanderlust in our natures and waving adieu to our kindly hosts we are on the King's Highway again. Occasionally snowy clouds float lazily through the deep azure sky, serving to give variation to the scene; they darken the sun at intervals and the lapis-lazuli blue of the ocean changes to dull silver for a moment. Sunshine and shadow chase each other over the low green hills to the landward and brighten or obscure the distant mountain ranges. Beyond Encinitas, about ten miles from Del



BY SUNSET SEAS  
From Original Painting by George Howell Gay



## THE SAN DIEGO COAST ROUTE

Mar, the road follows a magnificent beach. Here the waves have piled up a long ridge of rounded stones, from which a wide stretch of hard sand slopes down to the sea. It is sprinkled with millions of golden particles, giving a peculiarly brilliant effect in the sunlight which may have roused the hopes of more than one early adventurer in his search for El Dorado. The smooth, shining sand tempts us to leave the car by the road to wander up and down the beach, gathering shells and seaweed or watching the long white line of the waves creep landward and recede in glittering ripples. Each comes nearer and nearer until one flings its white spray over us and drives us toward the great cobblestone dike stretching along the shore. Near this are myriads of yellow and pink sand-flowers with queer waxen leaves and delicate silken petals. Some day, no doubt, as California's millions increase, this beautiful beach will become a popular resort.

A few miles beyond this we pause in a sheltered canyon and spread our noonday lunch under a vast, sprawling sycamore—if I should make a guess at its dimensions I might lay myself open to the charge of exaggeration, which some insinuate is the universal California failing. Out of Oceanside the road soon takes to the highlands again and runs through fields of yellow mustard and purple-pink wild radish blos-

## ON SUNSET HIGHWAYS

soms—sad pests, they tell us, for all their glorious color.

Oceanside is a quiet little place with a large hotel down towards the beach, and here El Camino Real has departed from its olden course, for the mission of San Luis lies some four miles inland. Just out of the village we descend a winding grade into a wide green valley, and far to one side under a sheltering hill we catch the gleam of whitewashed walls surmounted by the characteristic mission tower. We soon draw up in front of the building, which has lately been restored—much to its artistic detriment, we are told. This is an almost inevitable result of restoration, it is true, but without restoration it would be impossible to preserve the crumbling fragments of these old adobe structures. San Luis Rey is considered by many good authorities to have been the finest of all the missions in its palmy days—a claim well borne out by the description of Dahant Cilly, a French traveler who visited it in 1827, when it was in the height of its glory. He wrote:

“At last we turned inland and after a jaunt of an hour and a half we found before us, on a piece of rising ground, the superb buildings of Mission San Luis Rey, whose glittering whiteness was flashed back to us by the first rays of the day. At that distance and in the still uncertain light of dawn, this edifice, of a



RUINS OF CHAPEL, SAN LUIS REY  
(Before Restoration)  
From Photograph by Pillsbury



## THE SAN DIEGO COAST ROUTE

very beautiful model, supported upon its numerous pillars, had the aspect of a palace. The architectural faults can not be grasped at this distance, and the eye is attracted only to the elegant mass of this beautiful structure. . . . . Instinctively I stopped my horse to gaze alone, for a few minutes, on the beauty of the sight.

“This building forms a large square of five hundred feet on each side. The main facade is a long peristyle borne on thirty-two square pillars supporting round arches. The edifice is composed, indeed, of only a ground-floor, but its elevation, of fine proportions, gives it as much grace as nobleness. It is covered with a tile roof, flattened, around which reaches, as much without as within the square, a terrace with an elegant balustrade which stimulates still more the height. Within is seen a large court, neat and levelled, around which pillars and arches similar to those of the peristyle support a long cloister, by which one communicates with all the dependencies of the mission.”

We see before us now a huge, dormitorylike building adjoining the ancient church, which is also undergoing repair and restoration—an adobe structure with a beautiful tower which is about the only exterior remnant of the mission's ancient glory. A brown-robed, barefooted Mexican priest responds to the bell and



offers to guide us about the building. He conducts us to the church—a long, narrow apartment with high beamed ceiling, resplendent in the bright colors of the ancient decorations recently restored. The beautiful mortuary chapel—the finest in the whole chain of missions—was still in ruins when we first visited San Luis Rey, but two years later we found it restored in solid concrete. Its artistic beauty was sadly impaired by the improvement, but the preservation of the chapel is assured. We are glad, though, that we saw it when the crumbling remnants were covered with grasses and wall-flowers, and it was still redolent of memories of mission days. The quaint old cross in the cemetery has undergone like treatment, its rough brick foundation having been smoothly coated with cement and decorated with bright red stripes at the corners. About the only part of San Luis still in its original state, save for the destructive effect of time and weather, are the arches of the ancient cloisters, which stand in the enclosure to the rear of the dormitory and keep alive the sentiment always awakened by such memorials.

Our guide told us something of life at the present time in the mission, which is now a training school for monks of the Franciscan order. There are eight brothers in residence who do all the work, each one having some particular trade, our guide being the



ENTRANCE TO SAN LUIS REY CEMETERY  
(Before Restoration)



## THE SAN DIEGO COAST ROUTE

tailor. They did much of the work of restoration, though, of course, some assistants had to be hired, mainly from the sixty parishioners of the church, most of whom are Indians. For his courtesy we offered him a gratuity, but he declined.

"The brothers must not receive gifts," he said. "I will take you to Father O'Keefe if you wish to give anything to the work."

And so we met the kindly old Irishman who has done so much for the restoration of the California missions. He was of portly stature, unshaven for several days and clad in the brown robes of his order. He came to San Luis Rey in 1902 from Santa Barbara and all the restoration had been done since then. He had raised and expended more than twenty thousand dollars in the work, besides the labor of the monks themselves, who receive no pay.

"I will accept your contribution," said Father O'Keefe, "for this work; the Franciscan fathers take nothing for themselves; and will you write your name in our visitors' book?" I did as requested and Father O'Keefe declared, "That name looks good anywhere—it has a genuine flavor of the Ould Sod about it."

And we fell to talking of the Emerald Isle, which the kindly old priest never expected to see again. He was greatly interested when he learned that we had made a recent motor tour through the hills and vales

## ON SUNSET HIGHWAYS

of the Ould Countrie, which he still loves as a loyal son. He bade us adieu and before departing we paused on the cloistered porch to admire the beauty of the scene before us. The mission overlooks a pleasant green vale shut in on every hand by low hills, through which we caught a fleeting glimpse of the sea. It was a prosperous scene—as it no doubt was in the days of old—with ranch-houses, cattle, and cultivated fields—another instance of the unerring eye of the early monk in choosing a site for his mission home.

San Luis Rey was one of the later foundations, dating from June 13, 1798. From the very start the mission was prosperous. In 1800 there were three hundred and thirty-seven neophytes, and twenty-six years later it had reached its zenith with twenty-eight hundred and sixty-nine. It had then great holdings of live stock and harvested a crop of over twelve thousand bushels of grain. From this time it began to decline and at its secularization in 1834 its net worth was but a fraction of its former wealth. So indignant were the Indians over the decree that, it is recorded, they slaughtered twenty thousand head of cattle to prevent them from falling into the hands of the Mexicans. In 1843 the property was restored to the church, but its spoliation had been accomplished and barely four hundred poverty-stricken Indians remained. In 1847 General Fremont took possession



FATHER O'KEEFE AT SAN LUIS REY  
From Photograph by Putnam & Valentine



## THE SAN DIEGO COAST ROUTE

and later the building and site were returned to the church.

Beyond Oceanside there was much fine scenery along the road and everything was at its best on this glorious May afternoon. It was a clear, lucent day, with only a slight purplish haze in the far distance. The sea was as transcendently beautiful as this warm soft southern sea can be in its loveliest mood—a deep, dark, solid blue flecked with purple seaweed and shading to pale green near the shore, upon which the long white line of the breakers swept incessantly. At times we ran at the foot of desert hills covered with cacti and scrub cedars, but relieved from monotony by the orange flame of the poppies. Again we passed through wide meadows starred with wild flowers—the delicate daturas, dahlias, poppies, and a hundred others spangled the hillside everywhere. Along the beaches gleamed the pink verbenas and yellow sand-flowers. Birds were numerous; the clear, melodious note of the meadow lark and the warble of the mocking bird were heard on every hand. In places we ran along the shore on a headland high above the sea and again we dropped down to a sandy beach. Much of the road was dusty, rough, and poor—sand and adobe that must have been well-nigh impassable in wet weather. No doubt most of it has since been improved, for the new



## ON SUNSET HIGHWAYS

state highway is to follow the course of El Camino Real south of Los Angeles.

After closely following the beach for many miles the road rounds a huge cliff and turns sharply inland—we saw no more of the ocean. Dana mentions the coast just above the point in "Two Years Before the Mast," as a spot where the ship's people landed to trade with the natives, whose merchandise consisted chiefly of skins and furs. Climbing to the summit of a pass through the hills, we caught a distant glimpse of the crumbling walls and red tiles of another of the old-time retreats of the fathers of St. Francis.

I find in my "Log-Book of a Motor Car," set down on the spot, "Capistrano is really the most picturesque of all the missions we have seen"—a judgment which I am still willing to let stand after having visited every link in the ancient chain. Perhaps this impression is partly due to the fact that the restorer's hand has so far dealt lightly with San Juan Mission and partly because the town of Capistrano itself is so redolent of ancient California. Indeed, this scattered hamlet must have looked very much the same fifty years ago as it does to-day, and as yet it shows little sign of waking from its somnolence and catching step with the rapid march of California's progress. The population is mostly Mexican and half-breed—a dreaming, easy-going community that seems quite content



A CORNER OF CAPISTRANO  
From Photograph by Dassonville



## THE SAN DIEGO COAST ROUTE

with its hum-drum life and obvious poverty. There is a good-sized wooden hotel which in numerous roadside signs makes an earnest bid for the patronage of motorists, and looks as if it might be fairly comfortable for a brief sojourn.

To see Capistrano the motor, which takes you away when you are ready to go, is the means par excellence. The charm of the place is the mission, which you can see to your satisfaction in an hour or two, though you will doubtless desire to come again. It stands at the edge of the village in the luxuriant green valley, guarded by the encircling hills so omnipresent in California. Someone has styled it the Melrose Abbey of the west, but it is quite as different from Melrose Abbey as California is unlike Scotland. We enter the grounds and look about some time for a guide, but find no one save a dark-eyed slip of a girl in a broad sombrero, placing flowers on the altar of the diminutive chapel. She leads us to the quarters of the padre and we hear him chanting a Latin prayer as we approach. He is a tall, dark, ascetic-looking young fellow, who greets us warmly and asks us to step into his study until he is ready to go with us. It is a bare, uncomfortable-looking room, which from the outside we would never have suspected to be occupied. He is Father St. John O'Sullivan, a young Kentuckian of Irish descent and one

## ON SUNSET HIGHWAYS

can soon see that he is at San Juan Capistrano because his heart is in his work. He tells us little of the story of the mission, for he has written a booklet covering that—which we gladly purchase, and also a number of the beautiful photographs which he himself has taken. Like every other mission priest whom we met, his heart is set on the restoration and preservation of his charge and every dollar that he gets by contribution or the sale of his pictures or souvenirs is hoarded for that purpose.

And who can look about the beautiful ruin and not be impressed that his purpose is a worthy one? For here, beyond question, was one of the largest establishments and the finest church of all the twenty-one missions of California. Our pictures must be the best description of the ruin—but they can give little idea of the impressive ensemble. The inner court was surrounded by arched cloisters, part of which still remain, though time-stained to a mellow brown and covered with vines and roses. A tiny garden now relieves the wide waste of the ancient enclosure, fragments of whose walls are still to be seen. The original tiles still cover the roof, giving that rich color combination of dull reds, silver-grays, and moss-greens which one seldom sees elsewhere. The ruins of the great church are the most impressive and melancholy portion—doubly so when one learns that the



CLOISTER ZAN JUAN CAPISTRANO



## THE SAN DIEGO COAST ROUTE

earthquake of 1812 tumbled the seven stone domes of the roof upon the congregation while at mass, crushing out forty lives. Traces of the carvings and decorations still remain which show that in rude artistic touches Capistrano church surpassed all its compeers. A little nondescript campanile with four bells remains, whose inscriptions and history are given in Father O'Sullivan's "Little Chapters." Here, also, he gives one or two pleasing traditions of the bells, which are worth repeating here:

"Of the mission bells there are many traditions known to all the older people of San Juan. One of these relates to the good old padre, Fray Jose Zalvidea. Of all the mission padres, he more than the others, still survives in the living memory of the people and his name is the 'open sesame' to the treasure caves of local tradition.

"Adhering to the ancient custom of his brethren, he always traveled afoot on his journeys to other missions, or on calls to the sick. Once while returning from a visit to a rancheria in the north, the story runs, he was overtaken near El Toro, some twelve miles away, by the other padre of the mission, who rode in a carreta drawn by oxen. On being invited to get in and ride, he refused and answered pleasantly,

" 'Never mind, my brother, I shall arrive at the mission before you to ring the Angelus.' "

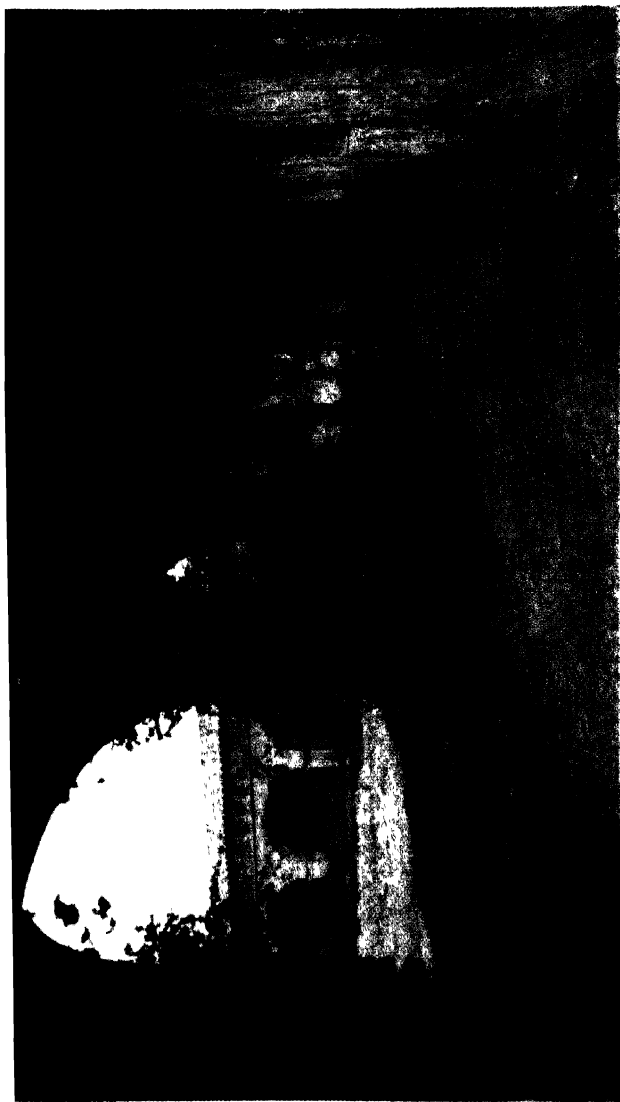


## ON SUNSET HIGHWAYS

"The other father, respecting Padre Jose's desire to proceed afoot, did not urge him further, but continued on his way in the carreta.

"Now in those days El Camino Real came into San Juan from the north, not as it does now, along the level side of the Trabuco Valley, but some rods to the east, over the rolling breasts of the lomas. From the mission patio one may still see the depression in the hill-top to the northwest of the mission, where the roadway came over the swelling ground there, and gave the weary traveler from the north a first full view of the mission. When the father in the carreta reached this point on the King's Highway, it was just the hour for the Angelus, and promptly on the moment the bells rang out the three-fold call to prayer. Wondering who could have rung the Angelus in the absence of both fathers, he hastened forward and found that Father Zalvidea, true to his word, had reached the mission before him; but how he did so to this day remains a mystery.

"Another of the traditions is as follows: There lived with her parents near the mission an Indian maid named Matilda, who was very gentle and devout and who loved to care for the sanctuary and to keep fresh flowers upon the altars. She took sick, however, and died just at the break of day. Immediately, in order to announce her departure, the four bells all began of



ARCHES, CASTRANO



## THE SAN DIEGO COAST ROUTE

their own accord, or rather, by the hands of angels, to ring together—not merely the solemn tolling of the larger ones for an adult nor the joyful jingling of the two smaller ones for a child, but a mingling of the two, to proclaim both the years of her age and the innocence of her life. Some say it was not the sound of the mission bells at all that was heard ringing down the little valley at dawn, but of the bells in heaven which rang out a welcome to her pure soul upon its entrance into the company of the angels.”

This church was built of hewn stone and lime mortar, though most of the other buildings are of adobe.

Capistrano has many interesting relics. There are several statues, including one of San Juan Capistrano in military-religious habit, and of the Blessed Virgin. In the library are numerous illuminated books done by the old-time monks, who always ended their work with a flamboyant “*Laus Deo.*” There are numerous old paintings of doubtful value and several beautiful silver candlesticks.

The story of the mission is soon told, for it was very much like that of every other. It was founded in November, 1776, Father Serra himself taking part in the ceremonies. Ten years later there were five hundred and forty-four Indians under the padres, who had made good progress in the cruder arts and manu-

factures as well as agriculture. The beautiful church was consecrated with great ceremony in 1806 and was destroyed just six years later. It was the first of all to be "secularized." "The administration of the mission," writes Father O'Sullivan, "passed from the fathers into the hands of salaried state officials and it was only a short time until the lands and even the buildings themselves were sold off and the Indians sent adrift. Some years later, 1862, smallpox appeared among them and almost entirely wiped them out of existence, so that to-day not half a dozen San Juaneros remain in the vicinity of the mission." Even this pitiful remnant has disappeared since the foregoing words were written. On our last visit, Father O'Sullivan told us that on that very day he had buried the last descendant of the once numerous San Juan Mission Indians. "Surely," said he, "the day marks the end of an era in the history of San Juan Capistrano Mission, since it witnesses the utter extinction of the race of people for whose welfare this mission came into existence."

It was a lowering evening as we left after our first visit. The sky had become overcast by a dark cloud rolling in from the sea and raindrops began to patter on the ruin about us. "I am sorry to have the weather interfere with your pleasure trip," said Father O'Sullivan, "but I know that you yourselves would wel-



RUINED CLOISTERS, CAPISTRANO



## THE SAN DIEGO COAST ROUTE

come the rain if you understood how badly it is needed here." And so we cheerfully splashed over the sixty miles of wet roads, reaching Los Angeles by lamplight.

We made other pilgrimages to San Juan Capistrano under more favorable weather conditions, for the road is a lovely one. I have already told of a trip through the charming country to Santa Ana through the orange, lemon, and walnut groves that crowd up to the road much of the way. Beyond Santa Ana there are fewer fruit trees; here grainfields and huge tracts of lima beans predominate. The latter are a Southern California staple, and it was sometime before we learned what they were planting with wheeled seeders the latter part of May. The beans usually mature without rain or irrigation—a crop that seldom fails. The country in the main is flat and uninteresting between Santa Ana and Capistrano, but there is always the joy and inspiration of the distant mountains. On one shimmering forenoon we saw a remarkable mirage in this vicinity—the semblance of a huge lake with trees and green rushes appearing in the distance. It receded as we advanced and finally faded away. Its startling distinctness forcibly recalled the stories we had read of travelers being deceived and tormented by this strange apparition in waterless deserts.

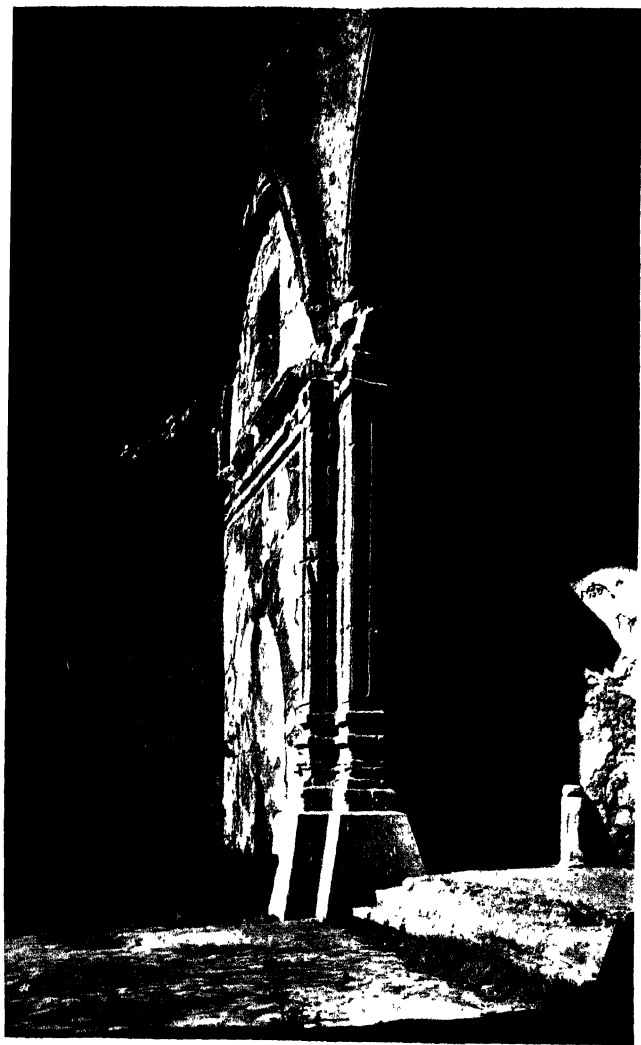


## IX

### SANTA BARBARA

San Gabriel and San Fernando we had already visited in our rambles out of Los Angeles. The next link in the chain is Ventura, seventy-two miles to the north. From there we planned to follow El Camino Real beyond the Golden Gate to Sonoma, where San Francisco de Asis, the last and remotest of all, passed its short existence—and it proved in all a journey of nearly two thousand miles before we returned to the City of the Angels. A day or two was spent in preparation, studying our maps, packing our trunks, and tuning up the car for the rough roads and stiff grades that it must soon encounter. We were in high anticipation of a glorious trip, for had we not already felt the lure of the open road in California?—and when an old-time friend and his charming wife accepted our invitation to accompany us, our cup of happiness was full.

It is not necessary to say that it was a beautiful day when we finally set out; all California days are beautiful after the middle of May and call for no special remark. Leaving Hollywood, with its gorgeous



RUINS OF CAPISTRANO CHURCH BY MOONLIGHT  
From Photograph by Putnam & Valentine



## SANTA BARBARA

banks of bloom, we crossed over Cahuenga Pass into San Fernando Valley. Of this I have written elsewhere, but it looked even better than when we visited it last; the barley fields were maturing and the olive and apricot groves promised a generous crop. Along the road the roses were in bloom and here and there new houses were going up. Lankershim and Van Nuys are clean, modern towns joined by the splendid new boulevard and show many signs of making good the numerous sweeping claims which they advertise on billboards near at hand. Beyond Calabasas we entered the hills and pursued a winding course through a maze of wooded canyons. On either hand were magnificent oaks, which often overarched the road. Under one of the grandest of these—four or five feet in diameter, with a spread of perhaps one hundred and fifty feet—we paused for our noonday lunch, while the birds among the branches furnished a concert for our benefit. This hill country is but thinly populated and the little ranches which we occasionally passed had anything but a prosperous look. It will no doubt be greatly benefitted by the state highway, work on which was in progress at the time of our last trip to Ventura.

The long easy loops of the Canejo Pass led us from the hills to the beautiful Santa Clara Valley, affording an unrivaled view as we descended. This grade

## ON SUNSET HIGHWAYS

is four miles long and, while not very steep at any point, is dangerous because of its many turns and precipitous sides, which in places drop almost sheer for hundreds of feet. A notice at the top restricts speed to four miles per hour, which, if obeyed, would require just an hour for the descent—an example of the ridiculous extremes of many of the “speed limits.” A Ventura garage man told me that a few years ago a driver made a wager that he could “do the Canejo” at thirty miles an hour—a piece of folly that resulted in his death as well as that of a companion who was riding with him. We ourselves had ocular demonstration that the descent might be dangerous, for we saw parts of a wrecked car near the middle of the grade and also the tackle used for hauling it up the steep bank down which it had tumbled. Twelve miles per hour on this grade would be reasonable and safe if the turns be carefully watched, but certainly should not be exceeded.

In the valley the road was straight and level for many miles and bordered much of the way by giant eucalyptus trees. The eucalyptus, so common in Southern California, is not very handsome and as a shade tree is almost useless, so thin is the foliage. But it is a wonderfully quick grower and serves some very useful purposes, especially for piles in sea water, since the teredo will not attack it. On either side of the

## SANTA BARBARA

road were vast fields of lima beans; one tract, we were told, comprising more than four thousand acres. Here again we saw a distant mirage—waves of the sea apparently sweeping over the low, level ground before us. We soon came in sight of the ocean and caught a glimpse of Oxnard—the beet-sugar town—a few miles off the main road.

Our first impression of Ventura, with its broad streets and flower-girded cottages, was wholly favorable, nor have we any occasion to alter it after several visits. It is a quiet, prosperous town of about three thousand people according to the census—which rapidly becomes inaccurate in California—and depends mostly on the productive country about it, though it is gaining some fame as a resort. The new county courthouse, a white stone palace fronting the sea from the hillside above the town, is of classic design and cost, we were told, a quarter of a million dollars. It would be an ornament to a city ten times the size of Ventura and is a fine illustration of the civic pride of these California communities. The situation of the town is charming indeed—on a slight rise overlooking the shimmering summer sea and just below a range of picturesque hills.

The chief historic attraction is the old mission of San Buenaventura, which gives its name to the town and which was founded by Father Serra himself in

1782. It reached the zenith of prosperity in 1816, when the neophytes numbered thirteen hundred and thirty. The result of secularization here was the same as elsewhere: the property was confiscated and the Indians scattered. In 1843 it was restored to the padres, who eked out a moderate living until the American occupation.

All the buildings of the mission have disappeared except the church, which lately was restored and renovated quite out of its ancient self. The interior is now that of a somewhat gaudy Catholic chapel and most of the relics of early days have been lost. It is situated in the midst of the town and the priest's house and garden adjoin it. In the latter is a fig tree which has survived since the mission days. Taken altogether, San Buenaventura is one of the most modernized and least interesting of the entire chain. Its redeeming feature is the beautiful bell-tower, though the old-time bells are gone. The church is now in daily use and had a great display of wooden figures and lighted candles when we saw it.

Leaving the town we took the new Rincon "cut off" road following the coast to Santa Barbara and avoiding the Casitas Pass—long a terror to motorists. We took the Casitas route on another occasion and while the road was narrow, rough and steep in places, with many sharp turns, we have done so many worse

## SANTA BARBARA

mountain trails since that the recollection is not very disquieting. Just across the river we passed through a beautiful wooded park, the gift of a public-spirited citizen now deceased. Beyond this we began the ascent of the first hill range—East Casitas—which is rather the steeper of the two. But all the disadvantages of the road are atoned for by the shady nooks, the wild flowers and the magnificent outlooks from frequent vantage points, especially from the eastern summit. Here one looks for miles over wooded hills abloom with the pale lavender of the wild lilac and fading away, range after range, into the blue and purple haze of the distance. West Casitas is practically a repetition of East so far as the climb and descent are concerned; in all there were about seven miles of moderately heavy grades before we came into the level roads through the walnut and lemon groves on the western side. We agreed that Casitas Pass was well worth doing once or twice, but generally the Rincon road is to be preferred.

The coast road was opened in the summer of 1912, and was made possible by the construction of more than a mile of plank causeway around cliffs jutting into the sea and over inlets too deep to fill. The county of Ventura contributed fifty thousand dollars to the work and an equal amount was raised by subscription. It closely follows the shore for the whole



distance and is about nine miles shorter than the mountain route. It was quite unimproved at the time we first traversed it, and really rougher than the Casitas road. The State Highway Commission, however, has accepted the Rincon route and improvements are already under way. The completion of this link will ultimately result in a broad, perfect boulevard between Santa Barbara and the metropolis, which, it is safe to say, will be one of the most popular motor highways in the world. While the new route is not nearly so "scenic" as the Casitas Pass, it will appeal to the average motorist who dislikes mountain grades.

Both routes converge at Carpinteria, about twelve miles south of Santa Barbara. This little village has two distinct settlements. The site of the old Spanish settlement was visited by the Monterey expedition as early as 1769 and was named "Carpinteria"—carpenter's shop—because some Indians were building a canoe at the spot. The newer American community is more thriving and up-to-date.

A little to the northwest of the village is a monster grapevine famed throughout the section as the Titan of its class. It is near a farmhouse just off the main road and we turned in to view it. The enormous trunk is ten feet in girth and the vines cover a trellis one hundred feet square. Its maximum crop, said the farmer, was fourteen tons a few years ago—



GIANT GRAPEVINE NEAR CARTPINTERIA  
from Photograph



## SANTA BARBARA

enough to make a big carload. One single cluster, of which he showed us a photograph, weighed no less than twelve pounds. The average yearly crop is ten to fifteen tons. Legend has it that it was first planted in 1809, in which case it would be a little more than a centenarian. It is of the mission variety and shows no signs of decay. A comparison of the trunk with the old man shown in our picture should substantiate at least one "tall California story."

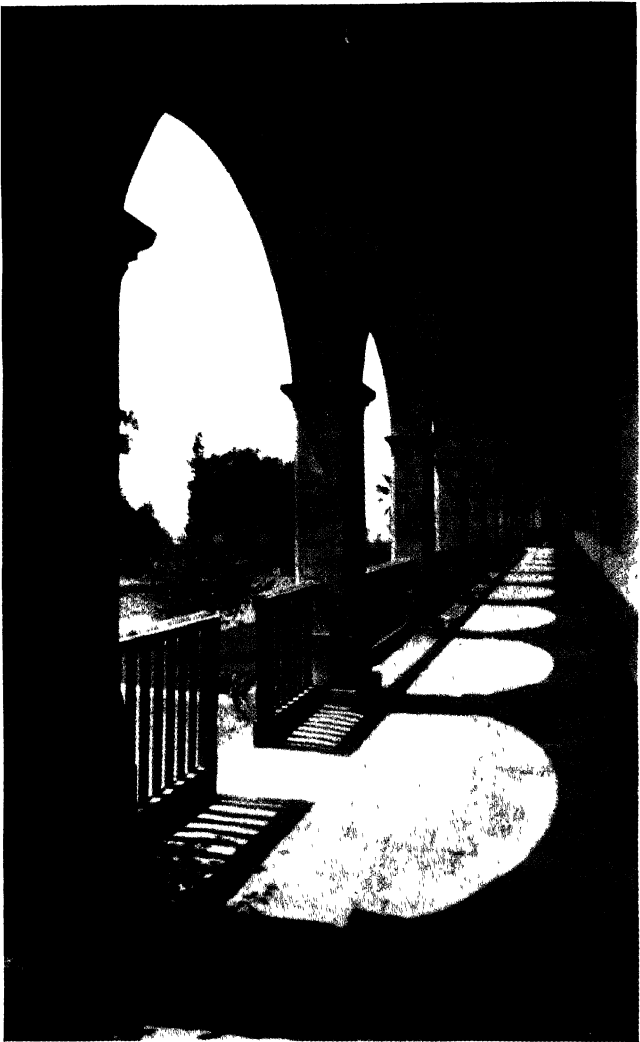
At Summerland, a few miles farther, is the curious phenomenon of large oil derricks standing in the ocean. Here are prolific oil wells beneath the water and the oil gives the surface an opalescent appearance for some distance from the shore. The place was originally founded as a spiritualist colony, but for lack of the promotive genius of a Madame Tingley, it never thrived. Possibly the creaking oil pumps and pungent odors of the vicinity had something to do with the disappearance of mediums and their ghostly visitors.

Santa Barbara has two famous hotels—the Potter, in a great flower-spangled park, and the new Arlington, which is nearer the business part of the city. We drove to the latter, a structure of solid concrete and dark red brick, the design following mission lines generally. The towers are beautiful copies of those of the Santa Barbara Mission and the roof is of dark

## ON SUNSET HIGHWAYS

red tiling modeled after the antique pattern of the padres. The plainness of the mission, while carried throughout, is everywhere combined with elegance and comfort. The interior of the public rooms is decidedly unique, the finish being dark brown brick and cement, without wood trimming of any kind. Our rooms were furnished plainly but comfortably; the doors were of undressed lumber stained dark brown and furnished with heavy wrought-iron hinges, latches and locks. In such a land of plenty and variety of food products as California, it is not strange that the better hotels are famous for their "cuisine," as the hand-books style it. The Arlington is no exception to the rule, and the quiet and attentive young waitresses add to the attractiveness of the dining-room. While we did not select the Potter, I have no doubt it is just as good as the Arlington and may be preferred by those who are fond of the sea—upon which it fronts.

The first query of the stranger in Santa Barbara is for the mission and no sooner had we removed the stains of travel—and they are plentiful when you motor over the dusty roads of California—and arrayed ourselves in fresh raiment than we, too, sought the famous shrine. An electric car leads almost to its door; or, one will find the walk of a mile a pleasant variation after several hours on the roads.



ARCADE, SANTA BARBARA  
From Photograph by Dassonville



## SANTA BARBARA

You have the impression of being familiar with Santa Barbara Mission even before you have seen it, for I doubt if there is any other object in California that has been photographed and illustrated in greater variety. Its position is a superb one, on a hillside looking down on the town and fronting the glorious channel. From its tower balconies you may have one of the finest views to be seen in a land of magnificent views and you can not but admire the wisdom of the old padres in selecting the site when Santa Barbara was nothing but a collection of Indian hovels. Directly in front of the mission is the ancient fountain and below it a huge stone tank in which the natives washed their clothes—a practice to which they were little addicted before the padres came.

Entering the heavy oaken doors, we found system here for handling the troops of tourists who come almost daily; the guide had just gone with a party and we must wait his return. In the meanwhile we found plenty to interest us, for there were many old paintings, books, and other objects on exhibit. Our guide soon arrived—a spare-looking old priest who spoke with a German accent; he was very courteous and kindly, but not so communicative as we might wish a guide to be in such a place. He led us first to the church, a huge apartment forty by one hundred and sixty-five feet, gaudily painted in Indian designs. It



## ON SUNSET HIGHWAYS

is built of stone with enormously heavy walls—six feet thick—supported by buttresses nine feet square. Its predecessor was destroyed by an earthquake and it would seem that in the new structure the fathers strove to guard against a second disaster of the kind. The interior had been modernized and the decorations reproduce as nearly as possible the original Indian designs. There are numerous carved figures and paintings brought from Spain and Mexico in an early day. One of the paintings is a remarkable antique, representing the Trinity by three figures, each the exact counterpart of the other. A stairway leads to one of the towers and as we ascended we noted the solidity of the construction, concrete and stone being the only materials employed. We were shown the mission bells, two of which are one hundred years old, suspended by rawhide thongs from the beams on the roof. There is a magnificent view from the tower, covering the town and a wide scope of country and extending seaward to the islands beyond the channel. Descending, we were conducted into the cemetery garden where, the guide told us, were buried no less than four thousand Indians during mission days. It is a peaceful spot now, beautified with flowers and shrubbery and affording a quiet retreat for the monks. There are many rare trees and shrubs and we were especially interested in a giant datura as old, perhaps,



THE OLD CEMETERY, SANTA BARBARA  
From Photograph by Putnam & Valentine



## SANTA BARBARA

as the cemetery. In one corner is a mausoleum where the fathers have been buried since the founding of the mission. Some thirty have been laid to rest here and only five crypts remained unoccupied at the time of our visit.

In the court on the opposite side of the church is the garden which, according to an ancient rule, no woman may enter save the "reigning queen," though after the American conquest this was extended to include the wife of the President, and the priest told us with pride that Mrs. Benjamin Harrison availed herself of the privilege. By a somewhat wide interpretation of the "reigning queen" rule, Princess Louise, wife of the Governor-General of Canada, was also admitted once upon a time. We recall a similar rule in Durham Cathedral and it seems that the monks of the Old World and New did not always feel proof against feminine charms. One of the old Franciscan fathers, however, took quite a different view of the matter.

"It seems," he said, "that since our Mother Eve, through her fatal curiosity brought upon her daughters the curse of expulsion from Eden, the Franciscan order does not subject any other woman to similar temptation."

While not permitted to enter the garden ourselves,

## ON SUNSET HIGHWAYS

we were able to get a very satisfactory "bird's-eye" view of it from the tower balcony.

The mission now is a Franciscan college for monks and at the time of our visit there were forty-nine brothers in all. It is a center of Catholic learning in California, having a valuable library which contains most of the sources of mission history. Among these Father Zephyrin Englehardt labors daily upon his great work on "The Franciscan Missions of California." Of this he has already published three large volumes which are recognized as a valuable contribution to American history, and a fourth is soon to follow. There are also illuminated missals from Spain and Old Mexico and other rare volumes of considerable value.

The fathers and their students do all the work necessary to keep up their establishment and its gardens. Each one learns some particular trade or work and does not shrink from the hardest physical labor. The buildings and grounds are being improved and beautified every year and Santa Barbara seems to be the one mission where ideal conditions prevail for the care of the property and the preservation of the traditions of early days. Very appropriately it still remains in charge of the Franciscans, a rather uncommon distinction shared with San Luis Rey alone.

Santa Barbara was founded in 1786, four years



THE FORBIDDEN GARDEN, SANTA BARBARA  
From Photograph by Pillsbury



## SANTA BARBARA

after Father Serra's death. The present church was completed in 1820 and is described by Father Englehardt as "probably the most solid structure of its kind in California." The Indian population of the mission was at its maximum in 1803, numbering seventeen hundred and ninety-two souls. The secularization decree took place in 1834, at which time the property was valued at a little in excess of one hundred thousand dollars, or much less than several of its contemporary missions. So notably was the Mexican program a failure at Santa Barbara that ten years later the property was restored to the padres; but the Indians were scattered, the wealth dissipated, and the buildings in a sad state of disrepair. Less than three hundred natives remained and these gained a living with difficulty. Three years afterwards the governor sold the property to a private party for seventy-five hundred dollars; but after the American occupation it was returned to the church.

The arcade fronting the sea, the cloisters partly surrounding the garden, and a few other portions of the original buildings remain, but the present dormitory is modern. The decree authorizing the college was issued by Rome more than fifty years ago and the restoration work proceeded but slowly, being done largely by the fathers and their students. Father O'Keefe, the kindly old priest whom we met at San



## ON SUNSET HIGHWAYS

Luis Rey, directed much of the work and pushed it to completion. His excellent record here resulted in his transfer to the southern mission where, as we have seen, he was also singularly successful.

Before we departed we purchased a copy of Father Englehardt's history and left our modest contribution as well, for the Franciscan fathers, who have so faithfully labored to restore and protect this beautiful old mission and who show such courtesy to the visiting stranger, have no source of income except voluntary gifts.

Coming out, we paused awhile to admire the sunset bay from the arcade and then wended our way along flower-bordered walks to our hotel.

There is no other town of the size in California—or scarcely of any size, for that matter—that has about it such a wonderful series of drives and walks as Santa Barbara. Some of the drives are closed to autos and a guide is almost a necessity, so we decided to abandon the car for the novelty of a horse-drawn carriage. There is no trouble to find one in Santa Barbara, for every time you walk the streets the Jehus, sizing you up as a tourist, will hail you as a possible customer. We chose the oldest fellow of all, partly out of sympathy for his years and partly because we liked his face, and it proved a more fortunate selection than we suspected at the time. He was an old-time Californi-



WILD MUSTARD, MIRAMAR



## SANTA BARBARA

an, having crossed the plains with his parents in 1854, when a child of six. He had an adventurous career, beginning with that time, for he was stolen from the camp by a band of Indians and recovered two days later by the pioneers after a sharp fight. He had been in the midst of the mining maelstrom and was rich and poor half a dozen times—poor the last time, he declared, and now the condition had become chronic. He had lived in Santa Barbara thirty years and not only knew every nook and corner of the town and vicinity, but could tell who lived in the houses and many bits of interesting history and gossip as well.

In the forenoon he took us among the fine homes of the millionaire residents, some of which reminded us not a little,—though of course on a smaller scale,—of great English estates we had visited. But in Santa Barbara they have the advantage of shrubs and trees which flourish the year round and from nearly all there is a perennial view of summer sea, always beautiful and inspiring. The grounds of many of these places are open to visitors and some are marvelously beautiful; the climate admits of great possibilities in landscape-gardening in the free use of semi-tropical shrubs, palms, flowers, and fruit trees.

Our guide then took us through the grounds of the Miramar Hotel Colony, if I may so describe it. Here a wooded hill on the shore is covered with a group of

cottages, which are rented by guests who get their meals at a central building—a plan that affords the advantages of privacy and outdoor life without the cares of housekeeping.

Of course we visited the Gillespie house and gardens—"El Furiedes," which may be roughly translated as "pleasure garden"—which, after the mission, is probably the most distinctive attraction of Santa Barbara. The gardens cover about forty acres and contain a great variety of rare flowers, shrubs, and trees from all parts of the world. In places these form tangled thickets where one might easily lose himself if not familiar with the winding paths. Quiet pools play an important part in the decorative scheme, and these were beautified with rare water plants, among them the Egyptian lotus. In the center of the grounds is the house, built along the lines of a Roman villa. It is not open to visitors, but our guide declared that it contains a costly collection of antiques of all kinds. The main doors are remarkable examples of carving, dating from about 1450, and were taken from a Moorish temple in Spain. The owner of this beautiful place, a New York millionaire, said our guide, spends only a small part of his time in Santa Barbara. In the meanwhile the gardens are maintained at his expense, and are as easy of access to visitors as a public park.

## SANTA BARBARA

Before returning to our hotel we made the round of the city and our driver pointed out some of the older and more historic buildings. Of these the de la Guerre mansion is the most notable aside from the mission itself. Here took place the marriage of Donna Anita to Senor Noriega y Carillo, so vivaciously described by Dana in "Two Years Before the Mast." It is a typical old-time Spanish residence, low, solid, and surrounding the inevitable court. We were also shown the homes of several people of more or less celebrity who live in Santa Barbara, among them Stewart Edward White, and Robert Cameron Rogers, the poet and author of "The Rosary," whose death California so sincerely mourned a little later.

There are several famous drives about Santa Barbara and some day we mean to "do" them all, but our time is limited now and we can select only one for the afternoon.

"Take the sixteen-mile drive," says the old driver. "It's one of the best; it is closed to autos and you can do all the rest in your car."

So it's the "sixteen-mile drive" for us, and a wonderful panorama of green hills, wooden canyons and calm, shining sea it proves to be. The road has many steep pitches and follows the edges of the hills like a narrow shelf; vehicles can pass in but few places and all are required to go in the same direction. From the

## ON SUNSET HIGHWAYS

summits we have many far-reaching views of hill and valley, whose brilliant greens are tempered by the pale violet bloom of the mountain lilac. It is a view very much like some we have seen and many more we are to see, but we shall never weary of it. We have gained something of the spirit of good old John Muir. "Climb the mountains," he urges, "and get their good tidings. Nature's peace will flow into you as sunshine flows into the trees. The winds will blow their own freshness into you; while cares will drop off like autumn leaves." And so, as we slowly wind about this green-bordered mountain trail, we pause at every vantage point to contemplate the view and finally the most glorious scene of all breaks on our vision, a panorama of wooded hills sloping down to the summer sea—wonderfully calm to-day, with a curious effect of light and color. Across its mirrorlike surface bars of steely blue light run to the channel islands, Santa Cruz and Santa Rosa, whose mountainous bulk looms in the amethystine haze of sunset some twenty miles away. Of the channel before us Mr. John McGroarty writes in his delightful "History and Romance of California":

"Nor is this all that makes the charm, the beauty, the climatic peace and calm and the fascination of Santa Barbara. Twenty-five miles out to sea a marine mountain range, twin sister of the Santa Ynez on

## SANTA BARBARA

shore, rears its glowing peaks from the tumbling billows in a series of islands. So it is that Santa Barbara faces not the open sea, but a channel or a strait of the sea. Up into this channel flows the warm ocean current from the south and so adds its beneficence to complete the climatic combination that keeps the spot snug and warm and free from all violence in winter, the selfsame combination leaving it cool and refreshing through the long, sunny summers. So, also, do the twin mountain ranges—the one on land, the other out at sea—give Santa Barbara a marine playground as safe and as placid as Lake Tahoe. The channel is a yachtman's paradise. To its long sweep of blue waters—a stretch of seventy miles—come the Pacific-Coast-built ships of the American navy to be tried out and tested for speed and endurance."

Returning to the city, we followed Sycamore Canyon—rightly named, indeed, for throughout its length is a multitude of giant sycamores, gnarled and twisted into a thousand fantastic shapes like trees of Dante's Inferno. Scattered among them were a few majestic live-oaks, which gradually increased in numbers as we came into the beautiful suburb of Montecito, with its handsome residences and flower-spangled lawns. Our driver enlightened us on the value of some of the places offered for sale, and also of numerous vacant lots just on the edge of the town. Three to



## ON SUNSET HIGHWAYS

five thousand per acre seemed to be the average sum that a millionaire was asked to invest should he desire to establish an "estate" here—prices quite as high as demanded for similar property in the neighborhood of Los Angeles. And it is not likely that values will cease to advance. The completion of the state highway will put Santa Barbara in easy reach of the metropolis by motor, which will add to its desirability as a residence town. Rough roads and the Casitas Pass have heretofore done a good deal to hinder free intercourse between the cities.

But here I am going on as if the automobile were the prime factor in making a town prosperous—and, truly, it is hard for one who has never visited California to understand what a tremendous utility the motor car has become in the life of the people. And, besides, this is a motor-travel book by an admitted automobile crank and perhaps a little exaggeration of the importance of the wind-shod steed is permissible under such circumstances.

But, all levity aside, Santa Barbara, with her unrivaled attractions, her sheltered sea, her delightful environment of mountain and forest, her matchless climate, her palms, her roses, her historic associations and—not least in our estimation—the rapidly in-

## SANTA BARBARA

creasing mileage of fine roads about her, is bound to receive continual additions from the ranks of the discriminating to her cultured and prosperous citizenship.

## X

### SANTA BARBARA TO MONTEREY

Leaving Santa Barbara for the north, we turned aside a little way out of the town into the entrance of Hope Ranch, a beautiful park which is being exploited as a residence section. Here are several hundred acres of rolling hills studded with some of the finest oaks we had seen and commanding glorious views of the ocean and distant mountains. Splendid boulevards wind through every part of the ranch. A fine road runs around a little blue lake and leads up to the country club house which stands on a hill overlooking the valley. Passing through the tract, we soon came to the ocean and, following Cliff Drive, which leads along the shore for a few miles, we found ourselves in the grounds of the Potter Hotel. The drive is an enchanting one, with views of rugged coast and still, shining sea stretching away to the dim outlines of the channel islands.

On our first trip we chose the coast road and followed a fine new boulevard for a dozen miles out of Santa Barbara—but beyond this it was a different story. Not so bad as the Los Olivos garage man de-

## SANTA BARBARA TO MONTEREY

clared—"the worst in California"—but a choppy trail with short, steep hills and stretches of adobe about as rough as could be from recent rains. At the little village of Gaviota this road swings inland over Gaviota Pass, though there is a shorter and more direct route to Santa Ynez, the next mission. This branches from the main road about four miles north of Santa Barbara and cuts directly across the mountains through San Marcos Pass. Probably this was the original Camino Real, since it is several miles shorter than the coast road and would present little difficulty to the man on foot or horseback, as people traveled in the brave old mission days.

On one occasion we varied matters by taking this route despite the dubious language of the road-book and the rather forbidding appearance of the mountain range that blocked our way. We found the road quite as steep and rough as represented—very heavy going over grades up to twenty-five per cent, with a multitude of dangerous corners—but we felt ourselves more than repaid for our trouble by the magnificence of the scenery and the glorious, far-reaching panoramas that greeted us during the ascent. It was something of an effort to turn from a broad, smooth boulevard into a dusty trail which was lost to view in the giant hills, though we solaced ourselves with the reflection that the boulevard continued but a few miles

## ON SUNSET HIGHWAYS

farther. Forging a little river—the great flood a few weeks before had swept away every vestige of the bridge—we ran for a short distance over a tree-fringed road through the valley and then began the six-mile climb to the summit of the range. Much of the way trees and shrubbery bordered the road, but at frequent intervals we came into open spaces on the mountain side which afforded some of the finest views we saw in California. The day was unusually clear and the landscape beneath us was wonderfully distinct in the morning sun. A long reach of wooded hills, dotted here and there with cultivated fields and orchards surrounding red-roofed ranch-houses, stretched down to the narrow plain along the sea. Upon this to the southward lay the town of Santa Barbara as an indistinct blur and beyond it the still shining waters of the channel running out to the island chain which cuts off the great waste of the Pacific. During our ascent we paused many times to cool our steaming motor and saw the same glorious scene from different view-points, each showing some new and delightful variation.

Strenuous as was the climb, it was almost with regret that we crossed the hills which finally shut the panorama of mountain and sea from our sight. The descent was even steeper than the climb, but there were frequent grassy dales starred with wild flowers *which broke the sharp pitches, and many views of*



POPPIES AND LUPINES  
From Original Painting by Percy Gray



## SANTA BARBARA TO MONTEREY

magnificently wild scenery down the Santa Ynez Canyon. At the foot of the grade we came to the river—a clear, shallow stream dashing over a wide boulder-strewn “wash.” We followed the river valley for some miles through velvety, oak-studded meadows whose green luxuriance was dashed here and there with blue lupines or golden poppies. Coming out of the valley and winding for some distance among low, rolling hills we reached the lonely town of Santa Ynez, which we missed when going by the Gaviota Pass road. It is an ancient-looking little place, innocent of railroad trains and some four miles distant from the mission which gives it the name.

We shall never regret our trip through San Marcos Pass, but if the traveler is to make but one journey between Santa Barbara and Los Olivos, he will probably choose the coast road—the route of the state highway—and if he does not find the scenery so spectacular as that of San Marcos, he will find it as beautiful and perhaps more varied. For many miles this route closely follows the Pacific and we quite forgot the rough road in our enthusiasm for the lovely country through which we passed—on one hand the still, deep blue of the sea and on the other green foothills stretching away to the rugged ranges of the Santa Ynez Mountains.

Near the village of Naples we were surprised to see



## ON SUNSET HIGHWAYS

a lonely country church, solidly built of yellowish stone, standing on a hilltop. Its Norman style, with low, square tower and quaint gargoyles, seemed reminiscent of Britain rather than California. And, indeed, we learned that it was built years ago by an English resident of the locality, who doubtless drew his inspiration from the Mother Country. But, alas for his ambitions, his costly structure is now quite abandoned and serves the humble purpose of a haybarn, though it is, and may be for ages, a picturesque feature of the landscape.

We supposed that Naples, like its southern namesake, would prove a modern seaside resort, but we found only a group of whitewashed buildings surrounding an unpretentious inn. It seemed a quiet, cleanly little hamlet and its harsh outlines were relieved by the bright colors of tangled flower-beds. A little farther we paused for our noonday lunch under a great sycamore by a clear little stream. Here some bridge timbers served opportunely for both table and seats; the air was vocal with the song of birds and redolent with the pungent odor of bay trees growing near by. It is not strange that such experiences prejudiced us more strongly than ever in favor of our open-air noonday meals.

Beyond this we passed through a quiet, dreamy country. Houses were few and the only sound was

## SANTA BARBARA TO MONTEREY

the low wash of the sea upon the rock-strewn shore. The sea was lonely, too, for not a sail or boat or even a sea-bird was to be seen. Only the endless shimmer of the quiet water stretched away in the afternoon sun to the golden haze of the distant horizon.

At Gaviota the foothills creep out to the water's edge and the road takes a sharp swing northward across the mountain range, beyond which is Santa Ynez Mission. The ascent of Gaviota Pass is rather strenuous, the road winding upwards under the over-arching branches of oak and sycamore, but many vantage-points afford magnificent views. At the summit we were delighted by a wide outlook over the foothills, studded with giant oaks, stretching away to the dim blue outlines of the High Sierras, and long vistas up and down the quiet valley, whose pastoral beauty was heightened by occasional droves of sheep—a panorama not easily surpassed even in California.

The long, winding descent to the vale of the Santa Ynez was a rough one, thanks to a recent heavy rain which worked the adobe into ruts and gutters. The road was heavily shaded much of the way and was still wet in spots, which, with the sharp hidden turns, made extreme care necessary—if there is any particular road I should wish to avoid it is a wet mountain grade. Just beyond the river we caught a gleam of whitewashed walls standing in a grassy plain—the

## ON SUNSET HIGHWAYS

lately restored mission of Santa Ynez. The white-haired padre greeted us warmly, for every visitor, be he Catholic, Protestant, Jew, or Gentile, is welcome.

"We are glad, indeed, to see you," he said. "Santa Ynez is a lonely place and our visitors do much to break the monotony of our lives."

To him it was a labor of love to tell the history of the mission and of his own connection with it, nor did he attempt to conceal his pride over the work he had accomplished. He first directed our attention to the beauty of the site—the fertile plain with luxuriant green fields and fruit-tree groves, surrounded by a wide arc of mountain peaks with rounded green foothills nearer at hand. Through the center of the valley, but a few hundred yards from the mission, flows the tree-fringed Santa Ynez River, a stream of goodly volume in the springtime and well stocked with mountain trout.

"Oh, they were shrewd, far-sighted men, those old Franciscan padres," said Father Buckler, "when it came to choosing a site for a mission. Do you know that old Governor Borica, who declared California 'the most peaceful and quiet country on earth,' was the man who located Santa Ynez in the spot, which he styled 'beautiful for situation' in making his report? Surely he knew, for he himself had made long explorations in the mountainous regions of the coast



BELL TOWER, SANTA YNEZ  
From Photograph by Dassonville



## SANTA BARBARA TO MONTEREY

and five missions in 1796-7 were established by Padre Lasuen under the Governor's orders. Santa Ynez was founded in 1804; it was not one of the great missions, since its greatest population was only seven hundred and sixty-eight in 1816, but it was one of the most prosperous in proportion to its size. Its first church was destroyed by the earthquake of 1812, but five years later the chapel which you now see was completed. The arrangement and style of the buildings here in 1830 were much like Santa Barbara, though everything was on a smaller scale. The secularization took place five years later, at which time the property was considered worth almost fifty thousand dollars—which meant a good deal more than it would now. The Mexican Government had such poor success with the Indians that they gave the mission back to the padres in 1843, but the evil work had been done and prosperous days never returned. In 1850 it was abandoned and gradually fell into ruin.

“I was sent here with instructions to report on the feasibility of restoring the mission. I expected to remain but two months at most, and now eleven years have passed since I came. My work was well under way when the earthquake of 1906 compelled me to start over again and it was but two years ago that the bell-tower and several buttresses of the church sud-

## ON SUNSET HIGHWAYS

denly crumbled and fell in a heap in the cemetery. We were only too thankful when we found the four ancient bells unharmed—the rest I was sure we could rebuild, and we did it in enduring concrete. Last Easter we held a special service to celebrate the restoration, and chimes were rung on the old bells from their place in the new tower.

“Our congregation is a small one and very poor. It includes about sixty Indians, most of whom live in and about Santa Ynez. They are all very religious and have great reverence for old paintings and figures. Many valuable relics have been looted from Santa Ynez Mission, but never by an Indian—the educated white man is usually the thief. Indeed, it was a college professor who stole a beautiful hand-wrought plate from the old door. Come with me, my friends, and see what we have done.”

He led the way first to the chapel, a long, narrow, heavily buttressed structure built of adobe. The “fachada” is the restoration spoken of and the father hopes gradually to reproduce the ancient building in the same enduring material. In the chapel is a large collection of pictures, statues and candlesticks, some of them ancient and others of little value. Traces of the old decorations remain, mostly sadly defaced, except in the chancel, where the original design and coloring are still fairly perfect.

## SANTA BARBARA TO MONTEREY

The padre then led us to his curio room, containing relics of ancient days. He is a true antiquarian and few if any of the missions had as good a collection. The most curious was a mechanical organ player, an extremely ingenious contrivance for enabling one with little musical ability to play the instrument, and an old horse fiddle, still capable of producing a hideous noise. Besides these there were rusty little cannons, antique flint-lock muskets and pistols and swords of various kinds; candlesticks in silver and brass; ponderous locks and keys; church music done on parchment; great tomes of church records, bound in rawhide, and a great variety of vessels for ecclesiastical and domestic use. There was a huge yellow silk umbrella which was carried by the padres in days of old on their pedestrian trips from mission to mission, for the rules of the order forbade riding. So strict were they on this score that at one of the missions where the monks had been guilty of riding in carts the president ordered that these vehicles should all be burned.

The pride of the father's heart was the collection of ancient vestments, which we considered the finest we saw at any of the missions. In addition to those belonging to Santa Ynez, the vestments of La Purisima are treasured here. Most of them were made in Spain over a hundred years ago and they are still in



## ON SUNSET HIGHWAYS

a surprisingly perfect condition. Rare silks and satins of purest white or of rich and still unfaded color were heavily brodered with sacred emblems in gold and silver and there was something appropriate to every festival and ceremony of the church. "Many of them are worth a thousand dollars each," said Father Buckler, "but no money could buy them, for that matter. Yes, I wear them on state occasions and they are greatly admired and even revered by my parishioners."

A more gruesome collection—a queer whim of the father's—was a case of glass bottles and jars containing all manner of reptiles and vermin discovered in or about the old building during the restoration work. There were snakes of all sizes and species, lizards, scorpions, tarantulas, and other venomous creatures, all safely preserved in alcohol.

"They are not very common now," said the father, "but my collection shows some of the inhabitants of the mission when I first came here."

When we came out again into the pleasant arcade, Father Buckler called our attention to another of his diversions more agreeable to think upon—his collection of cacti and flowering shrubs. Several of the former were in bloom and we were especially delighted with the delicate, pink, lily-shaped flower of

## SANTA BARBARA TO MONTEREY

the barrel cactus which, the father assured us, is very rare indeed.

We thanked the kindly old priest for his courtesy, not forgetting a slight offering to assist in his good work of rescuing Santa Ynez from decay, and bade him farewell.

"We are always glad to get acquainted with the mission priests. They have proved good fellows, without exception," we declared, "and we hope we may find Father Buckler here on our next visit."

"I was not asked to come here—I was sent," said the father, "and I hope they may not send me elsewhere on account of my years; but if the order comes I must go."

He laughingly declined to be photographed in his "working clothes" and waved us a cordial farewell as we betook ourselves to our steed of steel, which always patiently awaited our return. We were glad as we swept away over the fine road through the beautiful vale that we were not of the Franciscan order—we would rather not walk, thank you!

The five-mile run from the mission to Los Olivos was a beautiful one, through oak-studded meadows stretching to the foot of mighty mountains, about whose summits the purple evening shadows were gathering. Just at twilight we came into the poor-

looking little town of a dozen or so frame "shacks" and cottages.

It had been a strenuous day, despite the fact that we had covered only fifty-four miles—the distance via Gaviota Pass. The San Marcos route is fifteen miles shorter, but our trip that way took no less than four hours, three of which were spent on the heavy grades of the pass. The Gaviota road much of the way was adobe, which, being translated into Middle West parlance, would be "black gumbo," and a recent heavy rain had made it dreadfully rutty and rough. We were weary enough to wish for a comfortable inn, but Los Olivos did not look very promising. It chanced, however, that we were agreeably disappointed in our expectations—at the edge of the village was a low, rambling building which they told us was the hotel. Here we found one of the old-time country inns to which the coming of the motor had given a new lease of life and renewed prosperity. Mattei's Tavern evidently gets its chief patronage from the motor, for no fewer than seven cars brought five or more passengers each on the evening of our arrival. Some were fishing parties—the Santa Ynez River is famous for trout—and not all the guests remained over night, though many of them did. Our rooms, while on the country hotel order, were clean and comfortable. But the dinner—I have eaten meals

## SANTA BARBARA TO MONTEREY

in pretentious city hotels not so good as that served to us by the bewhiskered old waiter at Mattei's Tavern. We had made a guess as to the nationality of the proprietor—Swiss—and the waiter confirmed it. We had stopped at hotels with Swiss managers before, in many countries besides Switzerland, and always found in evidence the same knack of doing things right. Mattei himself was on the job looking after the details to insure the maximum of comfort to his guests, and, like the manager of the Kaiserhof at Lucerne, he was at the door to bid us good-bye and Godspeed.

After dinner we walked about the little village and the silence and loneliness seemed almost oppressive. Overhead bent the clear, star-spangled heavens, while around the wide floor of the valley ran a circle of ill-defined mountains, still touched to the westward with the faint glow of the vanished sun. Certainly, if one were seeking rest and retirement away from the noise and bustle of the busy world, he might find it in Los Olivos!

Our car was before the Tavern's vine-covered veranda early in the morning. There was nothing to detain us in Los Olivos and after a breakfast quite as satisfactory as the dinner of the evening before—we had trout from the Santa Ynez—we bade good-bye to our host, who gave us careful directions about the

## ON SUNSET HIGHWAYS

road. These were beginning to be needed, for sign-boards were less frequent and El Camino Real in some places was little better than it must have been in the days of the padres—often scarcely distinguishable from the byroads. All this will be improved in the near future, for everywhere along the roadside we saw stakes marking the state highway survey, which, when carried to completion, will make El Camino Real a highway fit for a king, indeed!

For the greater part of the day we ran through hills studded with immense oaks—the omnipresent glory of this section of California. In places we caught glimpses of green carpeted dales stretching beneath these forest giants, and noticed that these trees usually stand at spacious distances from each other, which no doubt accounts for their perfect symmetry. The road in the main is level, though somewhat rough and winding as far as Santa Maria, the first town of consequence. It is a modern, prosperous-looking place which the last census set down as possessing three thousand souls, but it now claims twice as many and, indeed, its appearance seems to substantiate its claim, though one is likely to be fooled in this particular by some of the newer California towns. Their wide streets and spacious lots often give the impression of a larger population than they really have.

Out of Santa Maria we followed a bumpy road to



A COUNTRY BYWAY  
From Photograph by Harold Taylor



## SANTA BARBARA TO MONTEREY

Arroyo Grande through a brown, barren-looking country—for the season had been almost without rain. The wind was blowing a gale, driving the sand with stinging force into our faces; and two weeks later when we passed over the same road on our return the same sirocco was sweeping the country. We asked a garage man of Santa Maria if this had been going on all the time, but he promptly declared that it had begun only that morning and that it was "very unusual."

From Arroyo Grande there were two main roads to San Luis Obispo, but we chose the one which swings out to the ocean at El Pizmo beach, a popular resort in season, though when we saw it a forlorn-looking, belittered hamlet, seemingly almost deserted. The attraction of the place is the wide, white beach, some twenty miles long, so hard and smooth that some record-breaking motor races have been made upon it. We could see but little, for a gray fog half hid the restless ocean and swept in ghostly curtains between us and the hills. The road ascended a long grade, affording some glorious sea views, for the fog had broken into fleecy clouds and the sunlight had turned the gray sea into a dense expanse of lapis lazuli. But we had not long to admire it, for the road turned sharply inland and a half dozen miles brought us into San Luis Obispo. The town takes its name from the



## ON SUNSET HIGHWAYS

mission founded by Serra himself in 1775—San Luis, Bishop of Tolusa, being commemorated by Padre Lasuen, who selected the site. Near at hand may be seen a series of strange pyramidal mountains, almost as regular in contour as the pyramids of Egypt, and one of them, curiously cleft through the center, suggested a bishop's mitre to the ancient Franciscan; hence the name of the "City of the Bishop." The town, though ancient, has little of interest save the mission and this, through unsympathetic restoration, has lost nearly all touch of the picturesque.

We hesitated a moment in front of the chapel and a Mexican at work on the lawn offered to conduct us about the place, and a very efficient guide he proved to be. He led us into the long, narrow chapel, now in daily use and which has a number of old paintings and queer images besides the regular paraphernalia one finds in Catholic churches. While we walked about, several Mexican women came in and kneeled at their devotions. They were clearly of the poorer class; our guide said that the people of the congregation were poor and that the padre had difficulty in raising money to keep up the mission. Around the neat garden at the rear of the new dormitory—a frame building contrasting queerly with the thick, solid walls of the chapel—were scattered bits of adobe walls of the buildings which had fallen into de-

cay. One low, solid old structure, used as a store-room and stable, remained to show the sturdy construction of the buildings.

"Here at San Luis," said our guide, "tile roofs were first used; the Indians burned the buildings twice by setting fire to the reed roofs with burning arrows; then the fathers made tile which would not burn and all the missions learned this from San Luis."

He showed us with great pride the treasures of San Luis, in the relic room at the rear of the chapel. Chief among these was the richly brodered vestment worn by Junipero Serra at the dedication services more than a century ago. There were many other vestments and rare old Spanish altar cloths with splendidly wrought gold and silver embroidery which elicited exclamations of delight from the ladies of our party. The guide must have thought he noted a covetous look when he showed us some of the old hand-wrought silver vessels, candlesticks, and utensils, for he said, "The fathers must die for want of money rather than sell any of it." On leaving we asked if he had not a booklet about San Luis such as we had obtained at several of the missions and he gave us a thick pamphlet which proved to be an exposition of the faith by a well-known Catholic bishop.

While it is desirable that any mission be restored rather than to fall into complete ruin, it certainly is

## ON SUNSET HIGHWAYS

to be regretted when the work is done so injudiciously as at San Luis Obispo. Here original lines have been quite neglected and so far as giving any idea of the architecture and daily life of the padres and their charges, the work had better been left undone. The state, we believe, should assist in restoration, but it should be done under intelligent supervision, with the view of reproducing the mission as it stood at its best period under the Franciscan monks. Old material should be employed as far as possible, but this does not seem so important as to have the original designs faithfully adhered to.

A few miles out of San Luis on the Paso Robles road we crossed the Cuesta grade. It was a steady pull of a mile and a half over a ten per cent rise and from the beautifully engineered road we had many vistas of oak-covered hills and green valleys. Some of the lawnlike stretches by the roadside, with the Titanic oaks, reminded us of the great country "estates" we had seen in England, only there was no turret or battlement peeping from the trees on the hill-top. The western slope is steeper, some pitches exceeding fifteen per cent, and several sharp turns with precipitous declivities close beside the road made careful driving imperative.

Twenty miles farther over a fair road brought us to El Paso de Robles—the pass of the oaks—a name

CANYON NEAR PASO ROBLES





## SANTA BARBARA TO MONTEREY

which it seemed to us might have been applied to almost any number of places along our route for the past day or two. The place is famous for its hot springs, which exist in great variety and whose curative properties were known to the Indians. The largest spring has a daily flow of two million gallons of sulphur-impregnated water at a temperature of one hundred and seven degrees. There is a little spring which reaches one hundred and twenty-four degrees, besides numerous others of varying composition. These springs are responsible for the palatial hotel which stands in the midst of beautiful grounds at the edge of the town. It was built several years ago of brick and stone in Swiss villa style, with wide verandas along the front. It was hardly up to date in some appointments, but the manager told us that plans were already complete for modernizing it throughout at a cost of a couple of hundred thousand dollars—an improvement which no doubt can be justly credited to the automobile. We had no cause to complain, however, at the time of our visit, as the service was excellent and rates were moderate.

Out of Paso Robles the road still winds among the oaks, following the course of the Salinas River. At San Miguel, nine miles northward, is the mission of the same name, one of the most interesting of the entire chain. It has more of genuine antiquity about

## ON SUNSET HIGHWAYS

it, for it stands to-day in almost its original state. We not only particularly remember San Miguel, but have a vivid recollection of Father Nevin, the priest in charge, since he was the only one of those we met who seemed to have a strain of pessimism in his make-up and who showed occasional flashes of misanthropy. He led us first of all into the old chapel, the pride of San Miguel, and pointed out that the original roof and floor tiles were still in place and that the walls bore the original decorations. These were done in strongly contrasting colors, which have faded but little in the hundred years of their existence. As Indian motifs seemed to prevail, one of the ladies of our party asked if the work had been done by the Indians. Father Nevin looked really hurt at the query.

"My dear woman," he said, "do you know what you ask? Could those wretched barbarians have done the beautiful frescoes you see on these walls? The California Indians were the most degraded beings on earth. No, the work was done by the good padres themselves."

We were silenced, of course, but could not help thinking that Indians who designed such marvelous basketry might well have done this decoration with a little instruction. And such, indeed, seems to have been the case. Mr. George Wharton James, who is known as an authority on such matters, says that the



INTERIOR CHURCH, SAN MIGUEL,  
From Photograph by Dassonville





## SANTA BARBARA TO MONTEREY

work was done by the natives under the direction of a Spaniard named Murros and that the padres probably did none of it themselves. It is extremely interesting, as showing a church interior practically as it was when the Franciscans held sway in California.

On the walls are ten oil paintings brought from Spain which are considerably older than the church; the painter is unknown and the artistic merit is evidently very small. There are also some fine examples of genuine "mission furniture" in two solid old confessional chairs, supposed to have been made by the Indians. The first bell-tower was built of wood, but gave way some years ago and the bells are now mounted on an incongruous steel tower, something like those used to support windmills. The large bell, weighing over a ton, was recast twenty-five years ago from the metal of the ancient bells. The residence quarters have been restored and the beautiful arcade is still in good preservation. At the rear are remains of cloisters, which were built of burnt brick and now are in a sad state of decay. A few fragments of the wall which once surrounded the mission may still be seen, but, like the cloisters, these are rapidly disintegrating.

I said something to Father Nevin about the obligation which it seemed to me is upon the state to preserve these ancient monuments and added that

## ON SUNSET HIGHWAYS

France and England had wakened up in this regard and were taking steps—but I again unwittingly irritated the good father, for he interrupted me.

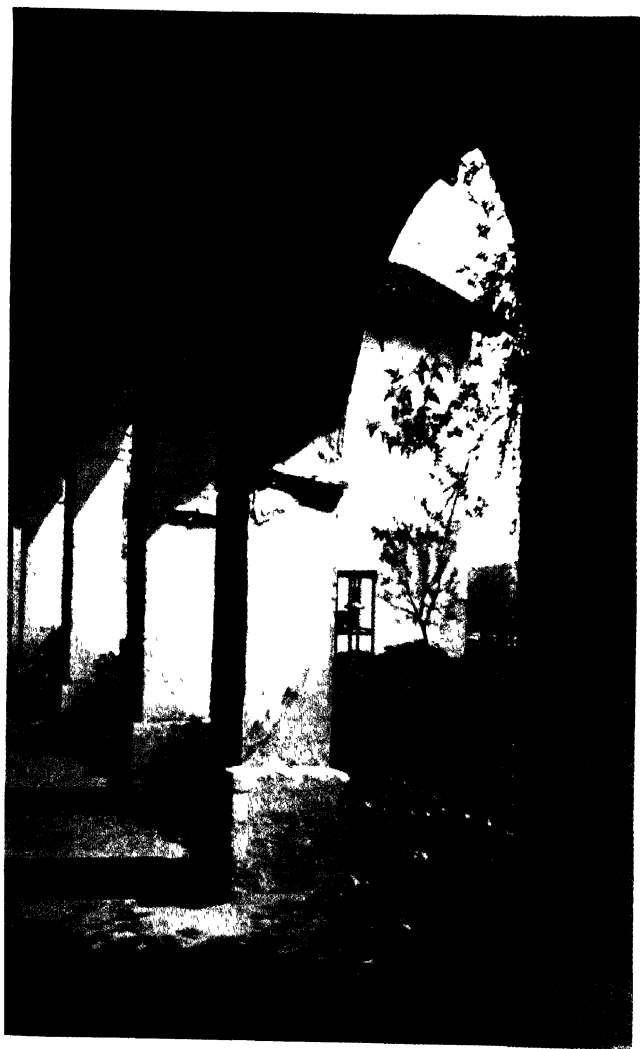
“France is a robber nation—she robbed the church just as the Mexicans robbed the missions in California!”

I expressed my regret for bringing up an unpleasant subject, and in taking leave proffered Father Nevin the little offering which we always felt due the good priests who were so courteous and patient with their visitors, but he insistently declined.

“No, no,” he said. “I never take anything from a visitor. The question might be asked me, ‘What have you done with all that money?’ and the answer is easy if I never take any.”

He then gave us careful directions about the road and we could not but feel that a kindly nature hid behind his somewhat gruff manner.

San Miguel, it is said, furnished more ideas to Frank Miller for his Riverside Inn reproductions than any other mission, for many of its odd little artistic touches have fortunately escaped the ravages of time. We noted a queer chimney rising above the comb of the roof of the monastic building. It is surmounted by six tiles—three on one side, sloping towards the three on the opposite side—and these are capped with a tile laid flatwise over the ends.



ARCADE, SAN MIGUEL  
From Photograph by Dassonville



## SANTA BARBARA TO MONTEREY

The mission was founded in 1797 by Padre Lasuen. The abundance of water near at hand was given as a reason for choosing the site, for it is scarcely as picturesque as many others. The irrigating ditches which conveyed the waters of Santa Ysabel springs over the mission lands, may still be seen. The first church was destroyed by a disastrous fire in 1806 and the present structure was completed in 1817—just a little short of a century ago. The greatest population numbered a thousand and ninety-six in 1814, but ten years later it was much reduced and at the secularization in 1836 only half the number were on the rolls. The total valuation was then estimated at about eighty thousand dollars. After the American occupation the mission fell into decay, but, fortunately, the substantial construction of the church saved it from ruin. To-day the community is very poor and if outside help is not received from some source the deterioration of the buildings will be rapid.

A few miles south of San Miguel we forded the Salinas River, a broad but shallow stream winding through a wide, sandy bed. Two men with a stout team of horses were waiting on the opposite side to give a lift to the cars which stalled in the heavy sand—for a consideration, of course—and their faces showed plain evidence of disgust when we scrambled up the bank under our own power. In the wet season the

## ON SUNSET HIGHWAYS

Salinas often becomes a raging torrent and a detour of several miles by the way of Indian Valley to Bradley becomes necessary. At Bradley we again crossed over a long bridge and the road then swings away from the river and runs through the wide level wheatfields of the Salinas Valley. And for the rest of the day, except when crossing an occasional hill range, we passed through endless wheatfields, stretching away to the distant hills. On our first trip the fields did not look very promising, owing to protracted drouth, but a year later we saw the same country in the full glory of a magnificent crop. In these vast tracts harvesting and threshing are done at one operation by huge machines drawn by steam engines. A farmer told us he had seen the valley covered with grain that was above his head when he walked in it, and he was a sizable fellow, too.

There is nothing at Jolon except a country store and two or three saloons—typical western drinking-resorts with a few lazy greasers loafing about. There is a good-looking hotel here, but we preferred our usual open-air luncheon under a mammoth oak—there are hundreds of them above Jolon. Just beyond we crossed the Jolon grade, which had some of the steepest pitches we had yet found. The road took us through beautiful oak-covered hills and at the foot of the grade we came back to the Salinas River. We

## SANTA BARBARA TO MONTEREY

had been using a map issued by a prominent automobile manufacturer, which showed San Antonio Mission just across the river at King City. Of course we should have to visit this, even if we were late in reaching Monterey. A farmer of whom we inquired for the old mission at King City looked at us blankly.

"Old mission," he echoed, "I don't know of any in these parts."

"But our map shows San Antonio Mission at King City."

"Well, your map is wrong, then—San Antonio is back over the grade six miles from Jolon." And one of the ladies declared that Father Nevin at San Miguel had said something of the sort—why didn't we pay attention at the time? We recognized the futility of any attempt at argument under such circumstances and prudently held our peace. But it was clear enough that San Antonio was not at King City.

"Oh, well," we finally decided, "we shall have to come back this way, in any event, for we have missed La Purisima near Lompoc and we have determined to see them all."

Soledad is a dozen miles farther on the road and near there "Our Lady of the Solitude" was founded in 1791. Crossing the Salinas again over a ramshackle bridge—the flood swept it away a year later



## ON SUNSET HIGHWAYS

—we came into the street of the little village, which consisted of a few cottages, several stores, and a blacksmith shop—we remember the latter particularly because we hailed the worthy smith and inquired for the mission. He met us with a counter query:

“Are you just on a sightseeing trip?” We admitted this to be our prime object and he quickly rejoined,

“Then there ain’t no use in your goin’ to see the mission, for there ain’t nothin’ to see. Besides, the road is mighty bad—all cut up just now”—but seeing we were not satisfied, he added,

“It’s just across the river yonder; you’ll have to go back to the bridge and turn to the right.”

We thanked him and acted on his directions, and we soon found he was right enough—about the road, at least. It had recently been ploughed, leaving a long stretch of powdery dust, axle-deep. We plunged into it, rolling from one side to the other and making exceedingly slow progress. At no time on our tour did it seem more likely that a team of horses would have to be “commandeered,” but by keeping at it—had we stopped a single instant we could never have started on our own power—we came through at last, and seeing nothing of the ruins inquired of some men at a pumping station.

“Just over the hill,” they replied; but we stopped

## SANTA BARBARA TO MONTEREY

to see one of the California irrigation wells, and it was something of a spectacle to behold a huge centrifugal pump pouring out six thousand gallons of crystal-clear water every minute.

"She will keep up that gait for four months at a time," said one of the workmen, "and there are several bigger wells in the neighborhood; there surely must be something of a lake down under our feet."

The effect of these wells was shown in the green fields, which contrasted with the brown, withered country through which we had been passing.

Our friend the blacksmith was right again when he said that the mission "wasn't worth seein'"—just as a spectacle removed from any sentiment it would never repay for the strenuous plunge through the sandy stretch. But "Our Lady of the Solitude" means something more than a few crumbling bits of adobe wall; here is the same human interest and romance that clusters around beautiful Capistrano or delightful Santa Barbara. There is not enough left to give any idea of the architectural or general plan of the buildings; there is even doubt if some of the buildings were not erected after the American occupation. The material was adobe and this does not appear to have been protected by stucco or cement; as a consequence the ruin is complete and in a few years more only heaps of yellow clay will mark the

## ON SUNSET HIGHWAYS

site of the mission. The principal ruins are of the church, which the Sobranes family of Soledad claim was erected by their grandfather in 1850. He was baptized and married in the original church and when this fell to ruin he built the structure whose remains we see to-day. If this claim be true, there is indeed little left of the original mission.

The site is a superb one. The mission stood on one of the foothills which overlook the wide vale of the Salinas, stretching away to the rugged blue ranges of the Sierras. The river may be seen as a gleaming silver thread in the wide ribbon of yellow sand through which it courses, fringed now and then by green shrubs and trees. Across the river is the village of Soledad and the wheatfields beyond are dotted with ranch-houses at wide intervals. It was a fine, invigorating day; the wind, which whiffed sand into our faces all the afternoon, had subsided; a soft, somnolent haze had settled over the landscape; and the low, declining sun reminded us that we must be moving if we were to reach Monterey before dark.

There is not much of history connected with the pitiful relics we were leaving behind. The records belonging to Our Lady of the Solitude have perished with her earthen walls and we could learn only the general details of her story. Founded in 1791 by Father Lasuen, the mission reached its zenith in 1805,

## SANTA BARBARA TO MONTEREY

when there were seven hundred and twenty-seven neophytes under its control. They possessed large numbers of live stock and had built an extensive irrigating system, traces of which may still be seen. Soledad faded away even more rapidly than its contemporaries following the Mexican confiscation. Six years after this event, which occurred in 1835, only seventy Indians remained, and ten years later the property was sold for eight hundred dollars to the Sobranes, who claim to have built the church. Our Lady of the Solitude is quite past any restoration and it is not likely that a new building will ever be erected on the spot. It will soon take its place with Santa Cruz and San Rafael, which have totally disappeared.

But while we were moralizing about the fate of the mission we were running into some dreadful road. We decided on the advice of a farmer not to retrace our way to Soledad village, but to follow the road on the west side of the river to the crossing at Gonzales, some ten miles distant. It proved a rough, narrow, winding road and we managed to lose it once or twice and came very near stalling in some of the sandy stretches. But the series of views across the valley from the low foothills along which we coursed atoned for the drawbacks, and the bridge at Gonzales brought us back to the main Salinas highway. This proved an excellent macadam road and its long,

## ON SUNSET HIGHWAYS

smooth stretches enabled us to make up for the numerous delays of the day. Salinas, a modern, prosperous-looking town of some four thousand people, is the commercial center of the vast wheatfields surrounding it. Here is located the largest beet-sugar factory in the world and fruit-raising is also a considerable industry. Our run had been a long one and we were quite weary enough to stop for the night, but visions of Del Monte and Monterey still lured us on. We quickly covered the twenty miles to the old capital, the road winding between the glorious hills on either side. These were covered with a mantle of velvety grass variegated with pale blue lupines and golden poppies and studded with sprawling old oaks—a scene of rare charm in color and contour. We reached the Del Monte just at dusk and were glad that darkness partly hid our somewhat unkempt and travel-stained appearance.





## XI

### THE CHARM OF OLD MONTEREY

"I say God's kingdom is at hand  
Right here, if we but lift our eyes;  
I say there is no line nor land  
Between this land and Paradise."

So sang Joaquin Miller, the Good Gray Poet of the Sierras. What particular place in California he had in mind I do not know, but if I were making application of his verse to any one spot, it would be Monterey and the immediate vicinity. Perhaps I am unduly prepossessed in favor of Del Monte, for here I came on my wedding tour many years ago, and I often wondered whether, if I should ever come again, it would seem the same fairyland and haven of rest that it did on that memorable occasion. I say "haven of rest," for such indeed it seemed in the fullest sense after an all-day trip on a little coast steamer from San Francisco. It was my first voyage and the sea was as rough as I have ever seen it; great waves tossed the little tub of a boat until one could stand on deck only with difficulty. Perhaps I am not com-



## ON SUNSET HIGHWAYS

petent to give an opinion about standing on deck when during most of the trip I perforce occupied a berth in the ill-smelling little cabin. When the Captain called us to dinner we made a bold effort to respond and I still recall the long, boxlike trench around the table to keep the dishes from sliding about. One whiff of the menu of the "Los Angeles" satisfied us and we retired precipitately to the cabin. The boat was twelve mortal hours in making the trip. When we landed the earth itself seemed unstable and it was not until the following morning that "Richard was himself again."

I do not know that such a digression as this is in place in a motor-travel book. However that may be, I shall never forget the first impressions of Del Monte and its delightful surroundings on the following morning; nor can anything eradicate the roseate memory of the scenes of the seventeen-mile drive, although we made it in so plebeian a vehicle as a horse-drawn buggy.

But Del Monte was not less satisfying or its surroundings less beautiful on the lovely morning—an almost unnecessary qualification, for lovely summer mornings are the rule at Del Monte—following our second arrival at this famous inn. Its praises have been so widely sounded by so much better authorities than myself that any lengthy description here would

## THE CHARM OF OLD MONTEREY

surely be superfluous. I shall content myself with introducing a page from "America, the Land of Contrasts," by that experienced traveler, Dr. Muirhead, author of Baedeker's guides for Great Britain and the United States, who unqualifiedly pronounces Del Monte the "best hotel on the American continent," meaning, no doubt, the most comfortable and satisfactory as well as the most delightfully situated. Dr. Muirhead writes:

"The Hotel Del Monte lies amid blue-grass lawns and exquisite grounds, in some ways recalling the parks of England's gentry, though including among its noble trees such un-English specimens as the sprawling and moss-draped live-oaks and the curious Monterey pines and cypresses. Its gardens offer a continual feast of colour, with their solid acres of roses, violets, calla lilies, heliotrope, narcissus, tulips, and crocuses; and one part of them, known as 'Arizona,' contains a wonderful collection of cacti. The hotel is very large, encloses a spacious garden-court, and makes a pleasant enough impression, with its turrets, balconies, and verandas, its many sharp gables, dormers, and window-hoods. The economy of the interior reminded me more strongly of the amenities and decencies of the house of a refined, well-to-do, and yet not extravagantly wealthy family than of the usual hotel atmosphere. There were none of the blue satin

## ON SUNSET HIGHWAYS

hangings, ormolu vases, and other entirely superfluous luxuries for which we have to pay in the bills of certain hotels at Paris and elsewhere; but on the other hand nothing was lacking that a fastidious but reasonable taste could demand. The rooms and corridors are spacious and airy; everything was as clean and fresh as white paint and floor polish could make them; the beds were comfortable and fragrant; the linen was spotless; there was lots of 'hanging room;' each pair of bedrooms shared a bathroom; the cuisine was good and sufficiently varied; the waiters were attentive; flowers were abundant without and within. The price of all this real luxury was \$3.00 to \$3.50 a day. Possibly the absolute perfection of the bright and soft California spring when I visited Monterey, and the exquisite beauty of its environment, may have lulled my critical faculties into a state of unusual somnolence; but when I quitted the Del Monte Hotel I felt that I was leaving one of the most charming homes I had ever had the good fortune to live in."

All of which is quite as true to-day as it was nearly twenty years ago, when it was first written—save that the moderate rates mentioned have been increased somewhat to keep pace with the advancing cost of living. And it should be remembered that since the time of Dr. Muirhead's visit new hotels, which rival Del Monte in location and excellence, have been built



DRIVE THROUGH GROUNDS, DEL MONTE HOTEL  
From Photograph by Putnam & Valentine



## THE CHARM OF OLD MONTEREY

in California. Our own appreciation was shown most strongly by our determination to remain several days—which we did nowhere else during our tour. The variety and extent of the grounds, the golf links and other amusements, are attractions that might well detain one for some time, even if the surrounding country were not the most beautiful and historic in California. The miles of shady, flower-bordered walks, the lake with its friendly swans, the tennis and croquet grounds, the curious evergreen maze—a duplicate of the one at Hampton Court Palace—the bath-house and the fine beach a few hundred yards to the rear of the hotel, and many other means of diversion always open to the guests, combine to make Del Monte a place where one may spend days without leaving the grounds.

Before one begins the exploration of the peninsula he should gain some idea of the historic wealth of Monterey. No other town on the Pacific Coast can vie with this quiet little seaport in this particular. Discovered by Spaniards under Viscaino in 1602—before the Pilgrim Fathers landed—it was named in honor of the Count of Monterey, ninth viceroy of Mexico. It was the record of this explorer and his testimony to the beauty of the spot that led good Father Serra to select Monterey as the site of his second mission, as related elsewhere in this book.

## ON SUNSET HIGHWAYS

This was in 1770, one year after the founding of San Diego. It will be recalled that the first expedition sent out from San Diego returned without reaching Monterey, but it did discover the great harbor of San Francisco. The second expedition, accompanied by Serra himself, resulted successfully and the good Franciscan had the joy of dedicating San Carlos Borromeo in this beautiful spot. The presidio, or military establishment of the soldiers who came with Serra, was located on the present site of the town and later Monterey was made the provincial capital, a distinction which it retained after the Mexican revolt in 1822 until the American occupation in 1846. It was the center of brilliant social life and gallant adventure during the old Spanish days—some hint of which may be gleaned from our description of the second act of the mission play, which is represented to have taken place at San Carlos. There were battles with pirates, who more than once attempted to sack the town and who caused the wreck of many ships by erecting false lights on the shore. But all this came to an end and a new era no less picturesque was opened when the two small vessels, the *Cyane* and the *United States*, entered the harbor in July 1846. A landing party under the commander, Commodore Sloat, came ashore and hoisted the stars and stripes over the old custom-house, which is standing

## THE CHARM OF OLD MONTEREY

to-day, still surmounted by the staff which bore the historic flag. We saw this when we began our round of the town—a long, low building guarded by a lone cypress and consisting of two square pavilions with balconies, with a lower edifice between in which dances and social events were held.

It is now used as a lodge room for the Monterey Chapter of the Native Sons of the Golden West and is usually closed to visitors. We had the good fortune to find it open and in charge of a very interesting Native Son, an old-time resident of the town, whose personal experience dated back to the time of the American occupation. He showed us the various relics collected by the organization, among them the base of the old flag-pole, the trunk of a tree blazed by Kit Carson, and two chairs made from the oak under which Viscaino and Serra are said to have landed. He also told us many incidents in the early history of Monterey and I shall never forget his comment on the result of the work of the missions.

“Ah, they were grand old fellows, those Spanish priests; they ridded California of the Indians and a good job it was—if you don’t think so, look at Mexico, where they still exist. Civilization and the white man’s diseases were the Spaniard’s gifts to the Indian and they finally wiped him out of existence.”



## ON SUNSET HIGHWAYS

Certainly an unique if not very cheerful or appreciative view of the work of the Franciscan fathers.

There is a broad plaza before the custom-house and from this the principal streets of the town begin and each seems distinctive of a particular phase of Monterey. Modern improvements have followed Alvarado, while Main is bordered with adobes—some old and tumble-down but nevertheless very picturesque with their tile roofs, white walls, and little gardens bright with roses and geraniums. On this street is the house occupied by Thomas Larkin, the last American consul, who was much involved in the intrigue preceding the American conquest. To the rear of this house is a little rose-embowered, one-room cottage which was occupied by two young lieutenants, Sherman and Halleck, whose names were afterwards to become so famous in the Civil War.

And this is not the only romantic memory of Sherman still existing in Monterey. Over an arched gateway a sign, "The Sherman Rose," attracted our attention. We made bold to enter and knocked at the door of the solid old stone house inside the enclosure. A little old woman, good-looking in spite of her years, answered our call, but soon made it clear that she spoke no English. She pointed to the ancient rose-vine, several inches in diameter, which scattered its huge fragrant yellow blooms in reckless profusion

## THE CHARM OF OLD MONTEREY

over the trellis above our heads and we understood that this was the rose which legend declares Sherman and a lovely young senorita of Old Monterey planted as a pledge of mutual affection. But we did not know at the time that the old lady who so kindly showed us about the house and gardens and gave us little bouquets of geraniums and rosebuds is reputed in Monterey to be the identical senorita of the story. I think there must be some mythical elements in this supposition, for the lady hardly looked the years made necessary by the fact that Sherman was in Monterey nearly seventy years ago. The legend is that Sherman, when stationed in Monterey, was enamored of Senorita Bonifacio, the most beautiful young woman of the town. In the midst of his romance the young lieutenant was ordered to the east and when he called on his inamorata to acquaint her with the mournful news he wore a Cloth-of-Gold rose in his coat. His sweetheart took the rose, saying,

“Together we will plant this rose and if it lives and flourishes I shall know that your love is true.”

He replied, “When it blooms I will come back and claim you.”

But whether the story is true or not, it had not the usual ending, for the young officer never returned to redeem his pledge.

Not far from the Larkin house is the long, low,

## ON SUNSET HIGHWAYS

colonnaded home of Alvarado, the last Spanish governor, and near it stands Colton Hall, famous as the meeting-place of the constitutional convention which assembled within its walls on the day that California was admitted to the Union. Its handsome Grecian facade, with a portico supported by two tall white columns, reminds one of some of the stately Colonial homes of the Southern States. It now serves the very useful though somewhat plebeian purpose of the tax collector's office. Some day we hope it may be converted into a museum to house the historic relics of Monterey. It took its name from Walter Colton, the chaplain of the convention and first American alcade or mayor of the town. A diary which he kept during the three years of his office records many stirring incidents of Old California.

Another structure nearing the century mark, built in 1832, is the Washington Hotel, though that was not its original name, and near it is the ramshackle old adobe known by common consent as the Robert Louis Stevenson house. For the well-beloved author was for four months of 1879 a resident of the town at a time when his health and fortunes seemed at their lowest ebb. Even then he was the leading spirit of a little coterie of Bohemians—artists and litterateurs—among them Charles Warner Stoddard, Jules Tavenier, and William Keith, who often met for din-



ROBERT LOUIS STEVENSON HOUSE  
From Original Painting by Clark Hobart



## THE CHARM OF OLD MONTEREY

ner in the restaurant kept by Jules Simonneau. To the last named, Stevenson gives credit for saving his life by careful nursing during a severe illness which he suffered shortly after coming to Monterey. Simonneau was a rough, full-bearded old frontiersman, but he conceived an attachment for Stevenson which lasted to the day of his death, and never, even under stress of direst need, would he part with the letters or autographed books which the author had sent him. Neither would he permit the publication of any portion of the correspondence—"letters from one gentleman to another," as it was his whim to refer to them. After his death, which occurred a few years ago, his daughter sold the collection to a San Francisco gentleman and it is to be hoped that the letters will ultimately find their way into print, revealing as they do a very intimate and lovable side of Stevenson's character.

The house is in a sad state of disrepair, the first floor being occupied by a sign-painter's shop at the time of our visit. An erect old fellow, who looked as if his chief failing might be a too free indulgence in one of California's chief products, came out to greet us as we paused before the house, and pointed out the room the great writer occupied during his stay in Monterey. It must have been hard indeed for this prince of optimists to "travel hopefully" under the

conditions that surrounded him those few months of his life—exiled, penniless, and ill, domiciled in such rude and comfortless quarters, he must have been as near despair as at any time in his career, yet out of it all came some of his best work.

Our informant refused a fee in a lordly manner.

"I'm a retired officer of the United States Navy, a classmate of Bob Evans, and I was on the Minnesota during the fight with the Merrimac," he declared, and left us with a formal military salute.

Our picture, the work of a Monterey artist, shows the harsh outlines and bare surroundings of the old house accentuated by a flood of California sunshine.

There are many other interesting and picturesque old buildings about the town, among them several that claim the distinction of being the first—or last—of their kind in the state. A tumble-down frame structure is declared to have been the first wooden house in California, built in 1849 of lumber brought from Australia. Talk of "carrying coals to Newcastle," what is that to bringing lumber ten thousand miles to the home of the redwood! The first brick house and the first adobe are also to be seen in the town and the first theatre—where Jenny Lind sang in 1861—still stands.

As one views the historic buildings of Monterey, the painful thought is forced upon him that nearly all

## THE CHARM OF OLD MONTEREY

are in a sad state of dilapidation and disrepair and that many will have disappeared in a few years unless steps are taken to restore and preserve them. Neither Monterey nor the State of California can afford to lose these memorials of the romantic days of old and it is to be hoped that an enlightened movement to protect them, as well as the missions, may soon be inaugurated by the state.

The one ancient building in Monterey which bears its years very lightly is the fine old church of San Carlos. This is often confused with the mission, but the fact is that it was the parish, or presidio church, as it was called in Spanish days, and was really built as a place of worship for the soldiers, who were at considerable distance from the mission proper at Carmel. There were often bickerings between the Indians and soldiers and the monks judged it best to give the latter a separate chapel. The church was built some time later than the mission—the exact date is not clear—and was enlarged and restored about sixty years ago. The material is light brown stone quarried in the vicinity and the roof is of modern tiles. The pavement in front of the church is made of curious octagonal blocks which we took for artificial stone, but which are really the vertebrae of a whale—reminding us that at one time whale-fishing expeditions often went out from Monterey.

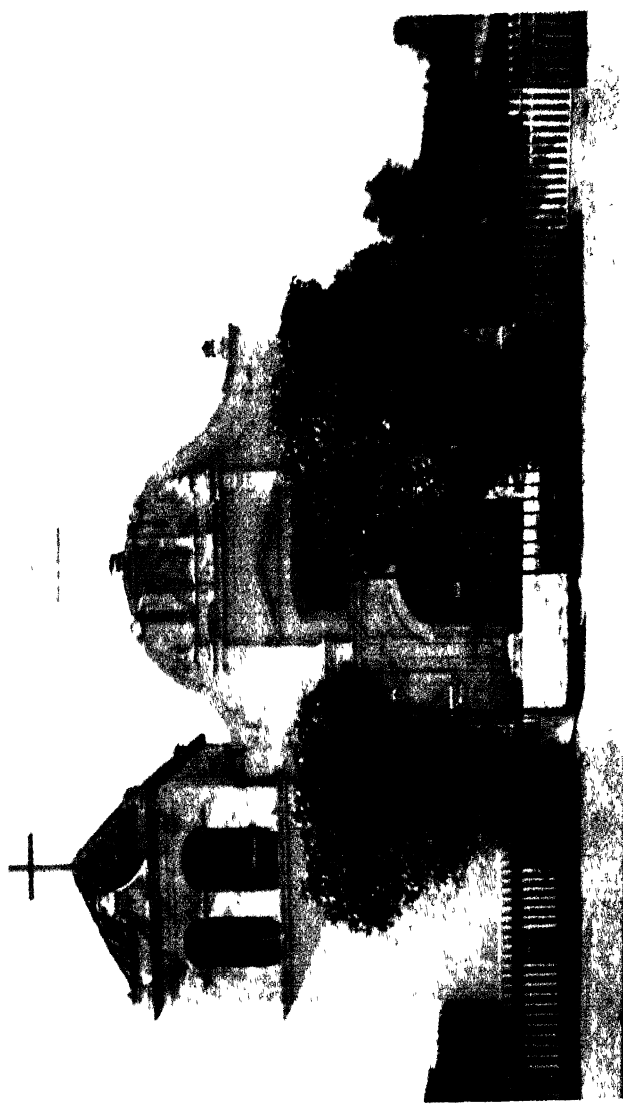


## ON SUNSET HIGHWAYS

The interior is that of a modern Catholic church, but there are numerous relics in the vestry which the priest in charge exhibits to visitors for a small fee; candlesticks and vessels in silver and brass, and richly brodered vestments and altar cloths. Most interesting are many relics of Father Serra, including several books inscribed by his own hand. These were brought from Carmel Mission when it was finally abandoned.

Another object that aroused our curiosity was the dead trunk of a huge oak set in cement and carefully preserved. This, the priest told us, was the Serra Oak, under which Viscaino landed in 1602 and which sheltered Serra himself in 1770, when he took possession of Monterey for the king of Spain. It grew near the present entrance of the presidio, but withered and died shortly after Father Serra passed away. The trunk was thrown into the sea to dispose of it, but two pious Mexicans dragged it ashore and it was finally placed where we saw it, in the garden of San Carlos Church.

The church stands on the hill which overlooks the town and of old must have been the first object reared by human hands to greet the incoming mariners. At one time it commanded a fine view of the bay, but this is now obstructed by the buildings of St. Joseph School.



SAN CARLOS BORROMEO, MONTEREY



## THE CHARM OF OLD MONTEREY

Monterey was one of the points visited by Dana in 1835, towards the end of the Spanish domination, and the picture he gives is a charming one:

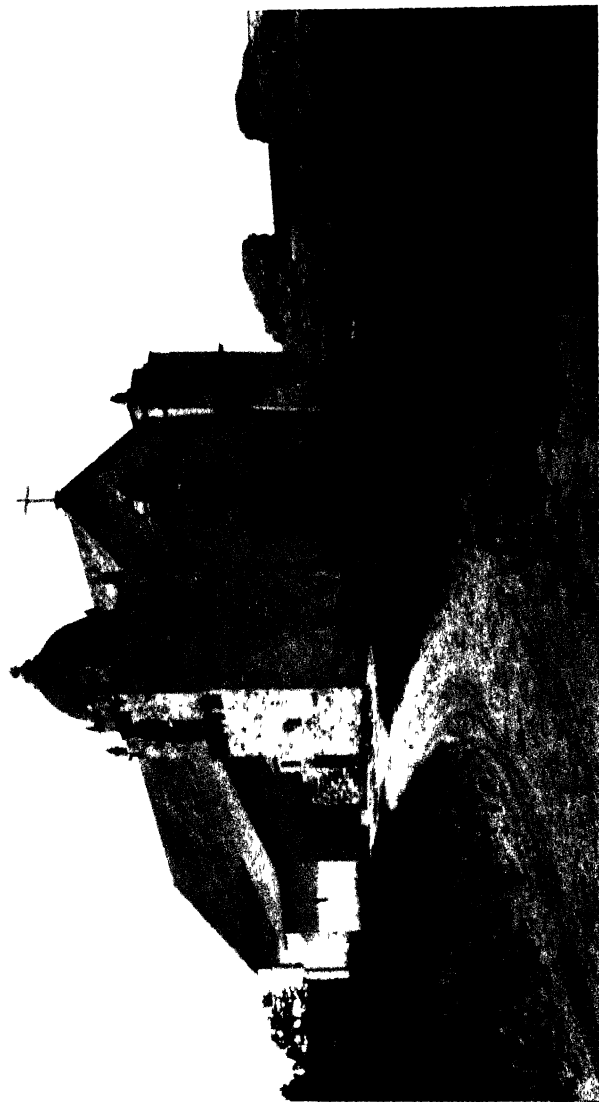
“The pretty lawn on which the village stands, as green as sun and rain could make it; the low adobe houses with red tiles; the pine wood on the south; the small soiled tri-color flag flying and the discordant din of drums and trumpets for the noon parade,” were the salient features of the town that he sets down. Of these, the low adobe houses with the red tiles, the river, and the wood still remain, but the green lawn and the tri-color flag of Spain are to be seen no more.

After the town the mission will be the next goal of the tourist—if, indeed, it has not been the first object to engage his attention. It is on the other side of the peninsula, some five miles from the Del Monte and a short distance beyond the lovely little village of Carmel-by-the-Sea. The road for half the distance climbs a steady grade and then drops down through the village to the shore of the bay. Here, within a stone’s throw of the rippling water, sheltered by the hills on the land side, stands the restored mission church which probably outranks all its contemporaries in historic significance. For it was in a sense the home of the pious old monk whose zeal and energy were responsible for the long chain of Christian missions; and in its solemn confines he was laid to rest.

## ON SUNSET HIGHWAYS

We saw in it a striking resemblance to the presidio church which we had just left, a square, simple bell-tower with a domed roof to the right of the fachada, which is of the prevailing Spanish type. This is broken by a star window of simple yet pleasing design—the only attempt at artistic effect about the severely plain old structure. As it stands, it is the result of a restoration, thirty years ago, from an almost complete ruin—just how complete one may judge from a drawing made by Henry Sandham for Mrs. Jackson's "Glimpses of California," which appeared in 1882. Only two slender arches of the roof were standing then and the space between the walls was filled with unsightly piles of debris. Underneath this was the grave of the reverend founder, Father Serra, the exact location of which was lost. No doubt the earnest appeal of the author of "Ramona" had much to do with the rescue of Carmel Mission Church from the fate which threatened it. She wrote:

"It is a disgrace to both the Catholic Church and the State of California that the grand old ruin, with its sacred sepulchres, should be left to crumble away. If nothing is done to protect and save it, one short hundred years more will see it a shapeless, wind-swept mound of sand. It is not in our power to confer honor or bring dishonor on the illustrious dead. We ourselves, alone, are dishonored when we fail in reverence



CARMEL MISSION  
From Photograph by Dassonville



## THE CHARM OF OLD MONTEREY

to them. The grave of Junipero Serra may be buried centuries deep, and its very place forgotten; yet his name will not perish, nor his fame suffer. But for the men of the country whose civilization he founded and of the church whose faith he so glorified, to permit his burial-place to sink into oblivion is a shame indeed."

Such an appeal could hardly pass unheeded; the old church rose from its ruins and the grave of Serra was discovered near the altar. Above it on the wall is a marble tablet with a Latin inscription which may be translated as follows:

"Here lie the remains  
of the Administrator Rev. Father  
Junipero Serra  
Order of Saint Francis  
Founder of the California Missions  
And President  
Buried in peace.  
Died 28th day of August A. D. 1784  
And his companions  
Rev. Fathers  
John Crespi  
Julian Lopez  
and  
Francis Lasuen  
May they rest in peace."

Surely it is a pleasant resting-place for the weary



## ON SUNSET HIGHWAYS

old priest and no doubt the spot above all others which he himself would have chosen. Could he look back on his field of work to-day perhaps his sorrow for the wreck and ruin of his cherished dream might be mitigated by the tributes of an alien people to his sincerity of purpose and beauty of character.

Beautiful as was the situation of nearly all the missions, we were inclined to give to Carmel preeminence in this regard. Around it glows the gold of the California poppy; a bright, peaceful river glides quietly past; rugged, pine-crested hills rise on either side and a short distance down the valley is the blue gleam of Carmel Bay, edged by a wide crescent of yellow sand. Beyond this is the rugged, cypress-crowned headland, Point Lobos—why called the Point of Wolves I do not know unless it be that the insatiable waves that gnaw ceaselessly at the granite rocks suggested to some poetic soul the idea of ravenous beasts.

The mission is the sole object in this magnificent setting. The tiny cot of the keeper and a quiet farmhouse are almost the only indications of human life in the pleasant vale. The monastery has vanished and only a bank of adobe shows where the cloisters stood. The roof of the church has been renewed, but the walls are still covered with the ancient plaster, which has weather-stained to mottled pink and old ivory. It is now guarded with loving care and with the re-



CYPRESSES, POINT LOBOS  
From Photograph by Putnam & Valentine



## THE CHARM OF OLD MONTEREY

yond description; perhaps the same is true on any sunny day at Monterey, and nearly all days at Monterey are sunny. It showed all tones of blue, from solid indigo to pale sapphire, with a strip of light emerald near the shore, edged by the long, white breakers chafing on the beach. Here and there, at some distance from the shore, the deep-blue expanse was broken by patches of royal purple—an effect produced by the floating kelp. A clear azure sky bent down to the wide circle of the horizon, with an occasional white sail or steamer to break the sweep of one's vision over the waste of shining water. It is not strange that Stevenson, who had seen and written so much of the sea, should say of such a scene, "No other coast have I enjoyed so much in all weather—such a spectacle of ocean's greatness, such beauty of changing color, and so much thunder in the sound—as at Monterey."

The climax of the seventeen-mile drive is Cypress Point, with its weird old trees. Description and picture are weak to give any true conception of these fantastic, wind-blown monsters. It is, indeed, as Stevenson wrote—and who was able to judge of such things better than he?—"No words can give any idea of the contortions of their growth; they might figure without a change in the nether hell as Dante pictured it." And yet, with all their suggestion of the infernal

## ON SUNSET HIGHWAYS

regions, there is much of beauty and charm in their very deformity. There is about them a certain strength and ruggedness, born of their age-long defiance to the wild northwestern winds, that is alike an admonition and an inspiration to the beholder. If you would get my idea, select one of these strange trees standing by itself in solemn majesty on some rocky headland—as shown in Mr. Moran's splendid picture—and note how its very form and attitude breathes defiance to the forces that would beat it down and destroy it. Or take another which lies almost prone on the brown earth, its monstrous arms writhing in a thousand contortions, yet its expanse of moss-green foliage rising but little higher than your head, and note how it has stooped to conquer these same adverse elements.

Among the most familiar objects of the Point is the "Ostrich," two cypresses growing together so as to give from certain viewpoints a striking resemblance to a giant bird of that species. It is not the forced resemblance of so many natural objects to fancied likenesses, but is apparent to everyone at once.

At the extremity of the Point, the road turns and enters a second grove of cypresses which, being farther removed from the storm and stress of the sea, are more symmetrical, though all of them have, to some extent, the same wind-swept appearance. Their

## THE CHARM OF OLD MONTEREY

branches overarched the fine road and through their trunks on our right flashed the bright expanse of Carmel Bay. Our motor was throttled to its slowest pace as we passed through the marvelous scenes and there were many stops for photographs of picturesque bits that struck our fancy.

The cypresses were superseded by pines when we came into the projected town of Pebble Beach, which is being vigorously exploited by a promotion company—a rival, we suppose, to Pacific Grove, which lies directly opposite on the peninsula. In the center of the tract is Pebble Beach Lodge, a huge rustic structure of pine logs from the surrounding forest, which serves as an assembly hall and club house for the guests of the Del Monte. A short distance beyond Pebble Beach the drive swings across the peninsula and returns to the Hotel Del Monte.

In addition to the route following the coast—the seventeen-mile drive proper, which I have just described—there is a network of boulevards in the interior swinging around the low hills in easy curves and grades. A moderate-powered car can cover the entire system on high gear, even to Corona Del Monte, the highest point of the peninsula, which takes one nearly nine hundred feet above the sea and affords a far-reaching outlook in all directions. The dark blue bay of Monterey, the white crescent of the beach, the

## ON SUNSET HIGHWAYS

drives, the pine and cypress groves, the red roofs of the town, and the Hotel Del Monte near by, half hidden in the dense green of the forest surrounding it, make a lovely and never-to-be-forgotten picture. The mountain to the east is Fremont Peak, forty miles away—a name that reminds us how much the Pathfinder figured in the old California of which Monterey is so typical.

They told us that Point Lobos, the rocky, cypress-crowned headland which we saw across Carmel Bay, is the equal of anything on the peninsula in scenic beauty, and there we wended our way on the last day of our stay at Del Monte. Crossing to Carmel, we slipped down the hill past the old mission and over the river bridge at the head of the bay. From there a road following the shore took us to the entrance of Point Lobos Park, which is private property, and a small fee is charged for each vehicle. A rough trail led to the cypress grove on the headland, where we found many delightful nooks among the sprawling old trees—grassy little glades surrounded by the velvety foliage—ideal spots for picnic dinners. In one of these is the complete mounted skeleton of a ninety-foot whale, which might serve as an argument against the learned critics who discredit the story of Jonah and his piscatorial experience. Like the pavement of San Carlos Church, it is another reminder of one of Monterey's vanished industries.



EVENING NEAR MONTEREY





## THE CHARM OF OLD MONTEREY

A good authority testifies that there are few more strikingly picturesque bits of coast on the whole of the Pacific than Point Lobos. The high, rugged promontory falls almost sheer to the ocean, which raves ceaselessly among the huge moss-grown boulders that have yielded to the stress of storm and tumbled down on to the beach. The play of color is marvelous; scarped cliffs or red-brown granite, flecked with gray and green lichens; black boulders with patches of yellowish-green moss; and hardy, somber trees which have found a footing on the precipices, here and there, almost down to the water's edge. Out beyond we saw a steely-blue ocean, with frequent whitecaps, for it was a fresh, bright day with a stiff breeze blowing from the sea. I believe there may be finer individual trees on Point Lobos than on the Monterey peninsula—some of them in their kingly mien and grim solemnity reminding us of famous yews we had seen in English churchyards such as Twyford, Selborne and Stoke Pogis. A great variety of wild flowers still farther enhanced the charm of the place. It is a spot, it seemed to us, where anyone who admires the sublime and beautiful in nature might spend many hours if he had them at his disposal.

Returning, we noticed a good-sized building on the bay with the sign, "Abalone Cannery," and our curiosity prompted us to drive down to it. It was not

## ON SUNSET HIGHWAYS

in operation, a solitary Jap in charge telling us that the season was now closed. He was an obliging, intelligent fellow, and showed us the machines and appliances of the plant, explaining as best he could in his scanty English. The abalones are taken by Japanese divers, who find them clinging to rocks under the water. The mussels are removed from the shells, cooked in steam drums, and tinned, the product being mainly shipped to Japan. In this connection it may be remarked that the fishing industry about Monterey produces a considerable annual total, several canneries being in operation in the vicinity. Many kinds of fish are taken—and as a field for the sportsman with rod and line the bay is quite equal to Catalina Island waters.

We gave the afternoon to the gardens about the hotel. In these are nearly all the trees and flora of the Pacific Coast. There are over fourteen hundred varieties of plant life, among them seventy-eight species of coniferous trees, two hundred and ten evergreens, two hundred and eighty-five of herbaceous plants and more than ninety kinds of roses. In the Arizona Garden are nearly three hundred species of cacti, comprising almost everything found in the United States. Most of the plants and trees are labeled with scientific or common name, but we gained much information from a chance meeting with the head gardener.

## THE CHARM OF OLD MONTEREY

He confessed to being a native Englishman, which we might have guessed from the perfect order of the grounds and gardens.

We spent the evening in the gallery, a spacious apartment which also serves as a ball-room. Frequent concerts are held here in which a splendid pipe-organ plays a principal part. Several hundred paintings form a permanent exhibition, exclusively the work of California artists. We were surprised at the uniformly high artistic merit of the pictures. The collection is quite the equal of many of the best exhibits of the East. The uniform excellence of these pictures is due to the fact that every one accepted has been passed on by a committee of distinguished California artists. California subjects predominate, as might be expected, and land and seascapes are probably in the majority. The pictures are for sale, a fact which enabled the writer to secure several of the fine examples reproduced for this book.

## XII

### MEANDERINGS FROM MONTEREY TO SAN FRANCISCO

Usually we were only too willing to leave a hotel for the open road, but we must confess to a lingering regret as we glided away from the fairyland of Del Monte and its romantic environs. Our first words after leaving were something about coming back again—a resolution fulfilled but a year later. The road to Salinas was rebuilding and pretty rough part of the way, but we found a fine boulevard when we returned after the lapse of several months. During our tours we had bad going in many places where state highway work was in progress and this is an inconvenience that the California motorist will have to suffer for some time to come—though I fancy that few obstacles to his smooth progress will be more cheerfully endured.

Our objective was San Juan Bautista, the next mission of the ancient chain. Like the pious pilgrim of old, we would visit them all—though their shrines be fallen into decay and their once hospitable doors no longer open to the wayfarer. San Juan lies beyond the San Benito Hills, the blue range rising to



CHURCH AND CEMETERY SAN JUAN BAUTISTA  
From Photograph by Dassonville



the north of Salinas. We began the ascent with some misgivings, for at Monterey they declared the San Juan grade the steepest and most difficult on El Camino Real. They did not tell us that a longer road by the way of Dumbarton entirely missed the grade or we probably should have gone that way. We are glad we did not know any better, for most mountain climbs in California well repay the effort and this was no exception. The ascent was a steady grind for more than a mile over grades ranging up to twenty per cent and deep with dust. There was a glorious view of the mountain-girdled valley and the ancient village from the hill; we paused to contemplate it—and to allow our steaming motor to cool. The descent was a little over two miles and steeper than the climb; we had a distinct feeling of relief when we rounded the last corner and glided into the grass-grown streets of the village.

San Juan Bautista's excuse for existence was the mission and now that the mission is a shattered ruin the village still lives on without any apparent reason for doing so. It is one of the least altered towns of the old regime in California—not unlike San Juan Capistrano, which, according to the 1910 census had exactly the same population as its northern counterpart, some three hundred and twenty-six souls. But San Juan Bautista is more somnolent and retired



## ON SUNSET HIGHWAYS

than Capistrano, which lies on the San Diego highway. Sheltered behind the mighty hills, with their formidable grades, it is missed by a large proportion of motorists who go by the more direct route between Salinas and Santa Cruz. Its very loneliness and atmosphere of early days constitute its greatest charm; in it we saw a village of mission times, little altered save that the Indians here, as everywhere, have nearly disappeared. There are many old adobe houses—just how old it would be hard to say, but doubtless with a history antedating the American occupation. The population is mainly Mexican or Spanish and the prosperous-looking saloons no doubt draw patronage largely from this element.

The village surrounds a wide, grass-grown plaza upon which fronts the long, solid-looking arcade of the mission. Through this we entered the restored dormitory and a portly Mexican woman left her wash-tub to greet us. The padre, she said, was old and blind and seldom received visitors. We were disappointed, but soon found this apparently ignorant housekeeper fully equal to the task she had assumed. She led us to the church, which was unique in that the auditorium had three aisles separated by arches—something after the style of many English churches we had seen. It was in use until the great earthquake of 1906, which had cracked the arches, shattered the

walls, and left it in such a precarious state that one could scarcely stand within it without a feeling of uneasiness. The walls still showed the original decorations, though sadly discolored—these were done in paint made by the Indians from ground rock of different colors. The original tiles covered the roof, though they were rent and displaced, allowing the winter rains to pour through in places. Early repairs and restoration would preserve this remarkable church, but if allowed to remain in its present state its complete ruin is inevitable. The bell-tower had already disappeared and was replaced by a ridiculous wooden cupola totally out of harmony with the spirit of the mission builders. And yet we can hardly censure the fathers in charge for such structures as this and the angle-iron tower at San Miguel, when we consider the scanty means at their disposal—public funds should be available to maintain these historic monuments.

It was a relief to step from the dismal ruin of the church to the well-kept cemetery, with its carefully trimmed evergreens and flower beds. Here in old days the Indians were buried, though it is not in use now. Our guide showed us, with a good deal of pride, her flower garden on the other side of the church; most of the flowers and plants, she said, had been collected from the other missions—she had vis-

## ON SUNSET HIGHWAYS

ited all of them except one. Then she led us into the plain—almost rude—quarters of the old priest and showed us the relics of which San Juan Bautista has its share. There was a curious organ which worked with a crank and was sometimes used to call the Indians; there were old books, pictures, and furniture; articles in wrought-iron, the work of the natives under the tutelage of the padres; images from Spain and many rare embroidered vestments. All of these she showed, with evident reverence for the—to her,—sacred relics of the olden days. It was a labor of love and we could but respect her simple faith and evident loyalty to the aged priest, who manifestly endured many hardships in his humble field of work.

San Juan Bautista Mission was founded in 1797 by the indefatigable Lasuen, who, next to Serra himself, was the most active force in promoting the work in California. The site was a favorable one and the enterprise was successful from the start, its converts exceeding five hundred in less than three years' time. Attacks from hostile Indians and several severe earthquakes disturbed its earlier progress, but its population went on steadily increasing. Twenty-five years after its establishment there were twelve hundred and forty-eight neophytes and it ranked as one of the most successful of all the chain. The beautiful valley surrounding the town responded luxuriantly to tillage

## FROM MONTEREY TO SAN FRANCISCO

and San Juan was able to assist its sister missions from its surplus.

The present church was completed in 1818 and a curious bit of the record is that the decoration was done by a Yankee—assisted by Indians—who assumed a Spanish name for the occasion. In 1835, the date of secularization, the mission had already begun to decline, the population having fallen to less than half its greatest number. This state of affairs was true of so many of the missions that there is reason to believe that even if the Mexican Government had never molested them, their ultimate extinction would only have been delayed. Semi-civilization did not breed a hardy race and the white man's diseases more than offset his improved methods of making a living. The records state that there were only sixty-three Indians remaining at the mission in 1835, when the decree went into effect. At this time the property was valued at about one hundred and fifty thousand dollars. The Mexican governor, Alvarado, declared that secularization was a success here and at San Antonio, though nowhere else, but it was a queer kind of success at San Juan Bautista, for all traces of the community disappeared a year or two later.

The village was occupied by Fremont in 1846 and the stars and stripes were hoisted over the mission at

## ON SUNSET HIGHWAYS

his command. Here he organized his forces for the conquest of the south and marched as far as San Diego, as we have already seen.

Out of San Juan the road was rough and dusty, though we came into a fine macadam boulevard some distance out of Watsonville. Here we entered one of the great fruit-producing districts of California; vast orchards of apples, prunes, and cherries surrounded us on every hand. The blossoming season was just past, and we missed the great ocean of odorous blooms for which this section is famous.

Watsonville is a modern city of perhaps ten thousand people, the capital of this prosperous fruit and farming district. It is only a few miles from the ocean and the summer heat is nearly always tempered by sea breezes. Its broad, well-paved main street led us into a fine macadam road which continued nearly all the way to Santa Cruz.

Santa Cruz lies on the north bend of the bay, directly opposite Monterey, and is known as one of the principal resort towns of the California coast. Its population, according to the last census, was upwards of eleven thousand and I ran across some "boom" literature which claimed only twelve thousand—an unusual degree of modesty and conservatism for a live California town. There was also a mission here, though it has practically disappeared.

## FROM MONTEREY TO SAN FRANCISCO

Santa Cruz was associated in our minds with neither seaside resort nor mission, but with the grove of giant redwoods second only to the mighty trees of Mariposa. Our first inquiries were for the road to this famous forest, and we learned it was a few miles north of the town. We followed the river canyon almost due north over a shelflike road cut in the hill-sides some distance above the stream. It commands a beautiful view of the wooded valley, which we might have enjoyed more had we not met numerous logging-wagons on the narrow way. The drivers, —stolid-looking Portuguese—frequently crowded us dangerously near the precipice along the road; in one instance, according to the nervous ladies in the rear seat, we escaped disaster by a hair's breadth. According to the law in California, a motorist meeting a horse-drawn vehicle on a mountain road must take the outside, even though contrary to the regular rule. The theory is that the people in the car are safer than those behind a skittish horse, though in instances such as I have just mentioned the motorist faces decidedly the greater danger. We climbed a gradual though easy grade for six or seven miles and turned sharply to the left down a steep, winding trail to the river bank.

We left the car here and crossed by a high, frail-looking suspension footbridge which swayed and

## ON SUNSET HIGHWAYS

quivered in a most alarming manner, though it probably was safe enough. The trees are at the bottom of the canyon in a deep dell shut in by towering hills on either side. They are known as *Sequoia Sempervirens* (a slightly different species from the *Sequoia Gigantea* of the Mariposa Grove) a variety never found far from the sea. The grove is private property and the guardian nonchalantly said, "Two bits each, please," when we expressed our desire to go among the trees. He then conducted us around a trail, reciting some interesting particulars about the tawny Titans.

"There are eight hundred trees in the grove," he said, "and of these one hundred and fifty are over eleven feet in diameter. The largest of all, the Giant, is twenty-two feet in diameter and three hundred and six feet high; these proportions vary curiously from his namesake, the Grizzly Giant of Mariposa, supposed to be the oldest tree in the world, which is thirty-four feet in diameter and two hundred and twenty-five feet high. This is the only group so near the coast and generally they grow much higher above the sea level. I saw two of them fall in a terrific storm that swept up the valley a few years ago and the shock was like an earthquake. You can see from the one lying yonder that their roots are shallow and they are more easily overthrown than one would



BIG TREES, SANTA CRUZ  
From Photograph by Putnam & Valentine





## FROM MONTEREY TO SAN FRANCISCO

think from their gigantic proportions. This old fire-hollowed fellow here could tell a story if he could speak, for General Fremont made it his house when he camped in this valley in '48. Yes, it is a good deal of a picnic ground here in season—the grove is so accessible that it is visited by more people than any of the others."

All of which we counted worth knowing, even though recited in the perfunctory manner of the professional guide. One needs, however, to forget the curio shops, the pavilions and picnic debris and to imagine himself in the forest primeval to appreciate in its fullest force the solemn majesty of these hoary monarchs. They are indeed wonderful and stately, their tall, tapering shafts rising in symmetrical beauty and grace like the vast columns of some mighty edifice. Millenniums have passed over some of them and all our standards of comparison with other living things fail us. The words of William Watson on an ancient yew recur to us as we gaze on these Titans of the western world:

"What years are thine not mine to guess;

The stars look youthful, thou being by,"

—but our musings were cut short when we noted that the shadows were deepening in the vale. We had some miles of mountain road to traverse if we were to spend the night at San Jose and we retraced

## ON SUNSET HIGHWAYS

our way to Santa Cruz as fast as seemed prudent over such a road.

We could not think of leaving the town without a visit to the mission, even though they told us that little but the old-time site could be seen. We climbed the hill overlooking the sea to a group of buildings now occupied by a Catholic convent; among these was a long, low, whitewashed structure, now used as quarters for the nuns. This, they told us, was the ancient monastery. Or, more properly, the ancient monastery stood here and the present building was reared on its foundations. The church-tower fell in 1840 as the result of an earthquake and ten years later a second shock demolished the walls of the building. Being within the limits of the town, the debris was not allowed to remain, as in lonely Soledad or La Purisima, and the site was cleared for other purposes. And this reminds us that we owe the existence of many of the mission ruins to their isolation; wherever they stood within the limits of a town of any size they either have been restored or have disappeared. Of the former we may cite Santa Barbara and San Luis Obispo and of the latter, Santa Cruz and San Rafael.

The mission at Santa Cruz was another of Padre Lasuen's projects—founded under his direction in 1790. It never prospered greatly, its highest popula-

## FROM MONTEREY TO SAN FRANCISCO

tion being five hundred and twenty-three in 1796. From that time it declined rapidly and at the secularization in 1835 the Indians had almost disappeared. The property at that time was valued at less than fifty thousand dollars and, as we have seen, the church was destroyed five years later. Santa Cruz would doubtless rejoice to have her historic mission among her widely heralded attractions to-day, but it is gone past any rehabilitation.

As a seaside resort, Santa Cruz is one of the most popular in California; during the season no fewer than thirty thousand visitors flock to its hotels and beaches. It is the nearest considerable resort to San Francisco and a large proportion of its guests come from that city. The climate, according to the literature issued by the Board of Trade, compares favorably the year round with Santa Barbara or Long Beach. It claims a great variety of "amusement features, including a palatial casino and a three-hundred-room, fire-proof hotel." It seems a pleasant place, more substantial and homelike than the average resort town.

Retracing our way for four or five miles over the road by which we entered the town, we left it at the little wayside village of Soquel, taking an abrupt turn northward and following a wooded canyon. The road ascends the western slope of the Santa Cruz Mountains, winding through a forest of stately red-

## ON SUNSET HIGHWAYS

woods intermingled with many other varieties of trees. These crowd up to the road, overarching it in places—as beautiful a scene of virgin wildwood as we had yet come upon; through occasional openings we had far-reaching views down wooded canyons already haunted by the thin blue shadows of the declining day. The grade is moderately stiff, ranging up to twelve per cent, and the road was deep with dust, making an exceedingly heavy pull, and more than once we paused to cool the steaming motor. An almost continuous climb of a dozen miles brought us to the summit of the range, and coming to a break in the forest a glorious view greeted our vision—a vista of green hills sloping away to the sunset waters of Monterey Bay, with dim outlines of mountain ranges beyond. A faint blue haze hung over the nearer hills, changing to lucent amethyst above the bay and deepening to violet upon the distant mountains. An occasional fruit farm or ranch-house reminded us that we were within the bounds of civilization; and the Summit School, near by, that there must be youngsters to educate, even in this wild region, though there was little to indicate where they came from.

The descent presented even more picturesque scenes than the climb. The grade was steeper and the distance less; and the road followed the mountain sides, which sloped away in places thousands of feet

## FROM MONTEREY TO SAN FRANCISCO

to wooded canyons now dim with mysterious shadows. Majestic redwoods, oaks, birches, pines, sycamores, with here and there the red gleam of the madrona, pressed up to the very roadside and their fragrance loaded the air. At the foot of the grade, some nine miles from the summit, we glided into the well-kept streets of Los Gatos, the "City of the Foothills," one of the cleanest and most sightly towns that the wayfarer will come across, even in California. It has few pretentious homes, but the average cottage or bungalow is so happily situated and surrounded by green lawns dotted with flower beds and palms, that the effect is more pleasing than rows of costly houses could be. In the public buildings such as the library and schools, the Spanish mission type is followed with generally fortunate results. In the foothills near by are several villas of San Francisco people which are steadily increasing in number, for Los Gatos is only an hour by train from the metropolis and has hopes of becoming a residence town of wealthy San Franciscans.

Out of Los Gatos we pursued a level, well-improved road to San Jose, running through the great prune and cherry orchards for which the Santa Clara Valley is famous and which gave promise of a bounteous yield. A little after sunset we came into the city of San Jose, closing an unusually strenuous run over

## ON SUNSET HIGHWAYS

steep and dusty mountain roads. We found the new Montgomery Hotel a comfortable haven and its modern bathrooms an unspeakable boon. Our first move was to segregate ourselves from the California real estate which we had accumulated during the day and to don fresh raiment, after which we did full justice to a late dinner, despite very slack service and not altogether unexceptionable cuisine—excusable, perhaps, by the lateness of the hour.

San Jose is a modern city of forty or fifty thousand people, the commercial capital of the Santa Clara Valley. There is not much within the town itself to detain one on such a pilgrimage as our own. The mission first occurred to us and we learned that it was at Mission San Jose, twelve miles from the city to which it gives its name; our next inquiry was concerning the Lick Observatory, which they told us might be reached by a twenty-five mile jog up the slopes of Mount Hamilton, overlooking the town from the east. It was clear that we should have to take a day for these excursions and early the next morning we were off for the Mount Hamilton climb.

Out of the city we ran straight away on Santa Clara Street for a distance of five or six miles to Junction House, where the mountain road begins. It was built nearly forty years ago by Santa Clara County at a cost of eighty thousand dollars, the work

## FROM MONTEREY TO SAN FRANCISCO

being authorized to secure the location of the Lick Observatory on the mountain. It is a smooth, well-engineered road, with grades not exceeding ten per cent excepting a few steep pitches near the summit. It swings upwards in wide arcs or narrow loops as the topography of the mountain demands. It is broad enough for vehicles to pass easily, presenting no difficulty to a moderate-powered motor, though in places a sheer precipice falls away from its side and there are abrupt turns around blind corners which call for extreme care.

The winding course of the road up the mountain-side affords vantage for endless panoramas of the surrounding country. Indeed, were there no observatory on Mount Hamilton the views alone would well repay the ascent and we paused frequently to contemplate the scene that spread out beneath us. The day was not perfectly clear, yet through the shimmering air we could see the hazy waters of San Francisco Bay some twenty miles to the northwest, and beyond the valley to the southwest, the blue Santa Cruz Range which we crossed the previous day. Just beneath us lay the wide vale of the Santa Clara—surely one of the most beautiful and prosperous of the famous valleys of the Golden State—diversified by orchards and endless wheatfields, with here and there an isolated ranch-house or village. The foothills



## ON SUNSET HIGHWAYS

nearer at hand were studded with oaks and sycamores, with an occasional small farm or fruit orchard set down among them. It was a beautiful day—the partial cloudiness being atoned for by many striking cloud effects and the play of light and color over the landscape.

Midway of the ascent is a little settlement in a pleasant grassy dell, where a plain though comfortable-looking hotel—the Halfway House—offers the wayfarer an opportunity for refreshments, which can not be obtained at the summit. Here we arranged for a lunch on our return, but we had no idea of eating it in the hotel with the delightful nooks we had passed still fresh in mind. The last three or four miles of the climb are by far the most difficult, reminding us not a little of the Mount Wilson ascent; but we experienced no trouble and soon came to the open summit with the vast dome of the observatory crowning it. Around this clusters a village of about fifty people who live here permanently—the families and assistants of the men who devote their lives to the study of the stars. One of the ladies whom we met in the observatory office said, when we asked her of life on the mountain,

“We get used to it, though it is cold and lonely at times and we feel a kind of desperation to get back to the world. But we do not complain; the views

## FROM MONTEREY TO SAN FRANCISCO

from the mountain under varying conditions of night and day are enough to atone for our isolation. You can not even imagine the glories of the sunrise and sunset; the weird effects of the sea of clouds that lie beneath us at times, glowing in the sun or ghostly white in the moonlight; the vast wilderness of mountain peaks losing themselves in the haze of distance or mantled in the glaring whiteness of the winter snows. All these and many other strange moods of the weather bring infinite variety, even to this lonely spot." And yet, for all this, she confessed to an intense longing to make a trip to "the earth" whenever occasion presented itself.

The obliging janitor shows visitors about the observatory, telling of its work and explaining the instruments with an intelligence and detail that might lead you to think him one of the astronomers—if he had not confessed at the outset to being an Englishman in the humble position of caretaker. And we might have known that he was an Englishman, even if he had not told us so, by his thoroughness and pride in his job. Among the instruments which interested us most was the seismograph, which records earthquakes from the faintest tremor hundreds of miles away to the most violent shock—or perhaps this is not strictly correct, for the great quake of 1906 threw the needle from the recording disk and left the record incomplete.

## ON SUNSET HIGHWAYS

"There is seldom a day," said our guide, "that a quake is not registered and so long as they recur regularly we have little to fear, but an entire absence of tremors for several days is likely to precede a violent shock."

The great refracting telescope is the prime "object of interest" to the visitor and we were shown in minute detail how this is operated. It stands on a granite pedestal—underneath which rests the body of the donor, James Lick—in the center of the great dome which one sees for many miles from the valley and which revolves bodily on a huge platform to bring the opening to the proper point. This, at the time of its construction, was the largest telescope in the world, the great lens, the masterpiece of Alvan Clark & Sons, being thirty-six inches in diameter. It is equipped with the latest apparatus for photographing the heavens and some of the most remarkable astronomical photographs in existence have been taken by the observatory. The telescope and dome are operated by electric motors and our guide gave exhibitions of the perfect control of the operator. Besides this there is a large reflecting telescope housed in a separate building and several smaller instruments. Visitors are allowed to look through the great telescope on Saturday night only, but are shown about the observatory on any afternoon of the week. No

## FROM MONTEREY TO SAN FRANCISCO

other great observatory is so accommodating to the public in this regard; and the annual number of visitors exceeds five thousand. The official hand-book states that "while the observatory has no financial gain in the coming of visitors, no pains are spared to make the time spent here interesting and profitable to them." The same book gives a list of the important achievements of the Lick Observatory, with other information concerning the institution and may be had upon application to the managing director.

James Lick, who devoted three quarters of a million dollars to found the observatory, was a California pioneer who left his whole fortune of more than three millions to public benefactions. He was born in Fredericksburg, Penn. in 1796 and died in San Francisco in 1876. He came to California in 1847 and engaged in his trade of piano-making, but his great wealth came from real estate investment. He was a silent and somewhat eccentric man—a pronounced freethinker in religious matters. The observatory is now under the control of the University of California, which supplies the greater part of the finances for its maintenance.

Returning to the city, we found there was still time to visit the mission, about fifteen miles due north on the Oakland road. This is a macadam boulevard through a level and prosperous-looking country skirt-

## ON SUNSET HIGHWAYS

ing San Francisco Bay and the run was a delightful one. Mission San Jose is a tiny village of a dozen houses and a few shops, bearing little resemblance to its bustling namesake to the southward. The dilapidated monastery is all that is left of the old-time buildings and the rude timber arcade stands directly by the roadside. We found a young fellow working on the place who gladly undertook to act as guide. He proved an ardent Catholic and an enthusiast for the restoration of the mission. This work, he said, had been undertaken by the Native Sons of California and they were organizing a carnival to raise funds. The building through which he led us is a series of dungeonlike adobe cells, with earthen floors and cracked and crumbling walls; it is roofed with willows tied to the roughly hewn rafters with rawhide. The tiles from the ruined church are carefully piled away to be used in the restoration and our guide declared that a wealthy Spanish family of the vicinity had a quantity of these which they would gladly return when needed. The church was destroyed by the earthquake of 1868 and has been replaced by a modern structure. This suffered but little in the great quake of 1906, but we were shown the curious spectacle in the cemetery of several marble shafts broken squarely in two by the shock. To the rear of the church and leading up to the orphanage conducted by the Dominican sisters, is a beautiful avenue

## FROM MONTEREY TO SAN FRANCISCO

bordered by olive trees planted by the padres in mission days. This is crossed by a second avenue running at right angles and no doubt these served as a passageway for many a solemn procession in days of old.

The location is charming indeed; one can stand in the rude portico of the dilapidated building and look over as pleasant a rural scene as can be found in California. The green meadows slope toward the bay, which gleams like molten silver in the late afternoon sun. Beyond it is a dark line of forest trees, the rounded contour of the green foothills, and, last of all, the rugged outlines of the Santa Cruz Mountains shrouded in the amethyst haze of evening. To the rear rolling hills rise above the little hamlet and southward stands the sturdy bulk of Mission Peak.

No wonder, with such beautiful, fertile surroundings, San Jose Mission prospered in its palmy days. Founded in 1797—the fruitful year of Padre Lasuen's activity—it reached its zenith in 1820, when its Indian population numbered seventeen hundred and fifty-four. Its property at secularization exceeded one hundred and fifty thousand dollars in value and it even seemed to prosper for a while under the Mexican regime. Its decline began in 1840 and five years later less than two hundred and fifty natives were to be found in its precincts. Of the wreck and

## ON SUNSET HIGHWAYS

rebuilding of the church we have already told; in the new structure may be seen two of the original bells, nearly a century old. The baptismal font of hammered copper is still in use. It is about three feet in diameter and is surmounted by a small iron cross.

A few miles out of San Jose on the San Francisco road, at the pretty town of Santa Clara, was formerly the mission of that name. It has totally disappeared and on its site stand the new church and the buildings of Santa Clara College, the principal Catholic university of California. We drove into the large plaza in front of the church and walked in at the open door. The interior is that of a modern Catholic church, with an unusual number of paintings and images, among the latter a gorgeously painted Santa Clara with her bare foot on a writhing snake. The paintings are of little artistic merit and the effect of the interior is rather tawdry. The slightly unfavorable impression speedily fades from mind when through an open side door one gets a glimpse into the garden around which run the college cloisters. It is a beautiful green spot, with olives planted in mission days, palms, and masses of flowers. About it are slight remains of the old cloisters; hewn beams still form the roof, and portions of the walls some three feet thick still stand.

Santa Clara College, the oldest on the coast, was

## FROM MONTEREY TO SAN FRANCISCO

founded in 1855, and is now the largest Catholic school west of the Rockies. The buildings are quite extensive and the mission style of architecture appropriately prevails. In its museum is a good collection of relics once belonging to the ancient mission; furniture, candlesticks in silver and brass, vessels in gold and silver, crucifixes, bells, the mighty key to the oaken door, embroidered vestments, and a very remarkable book. This is an old choral on heavy vellum, hand-written in brilliant red and black; the covers are heavy leather over solid wood, and the corners and back are protected with ornamental bronze. It originally came from Spain and is supposed to be five hundred years old.

Santa Clara Mission, the tenth in order, was founded in 1777, twenty years earlier than its neighbor, San Jose, and the close proximity caused heart-burnings among the padres of Santa Clara when its rival was first projected. They declared that there was no necessity for it; that it was not on the beaten route of El Camino Real, and that it encroached on Santa Clara's lands and revenues. The dispute assumed such proportions that a special survey was made in 1801 to prevent further controversy. Despite the contention of Santa Clara that there was no room for its rival, it did not lack for prosperity, since in 1827 its population numbered fourteen



## ON SUNSET HIGHWAYS

hundred and twenty-four—about the same as San Jose, so there seems to have been ample room for both. At secularization, in 1835, there were less than half as many and after that the decline was rapid. This is only another instance showing that the regime of the padres had begun to decay before the interference of the Mexican Government. The mission fell into ruin after the American conquest and the debris was gradually removed to make way for the college buildings.

Santa Clara is a quiet, beautiful town of about five thousand—really a suburb of San Jose, since they are separated by only a mile or two. Its streets are broad and bordered with trees and its residences have the trim neatness and beautiful semi-tropical surroundings so characteristic of the better California towns.

Northward out of Santa Clara a fine macadam road follows the shore of the bay at a distance of a mile or two. In the days of the padres this country was a vast swamp, but it is now a prosperous fruit and gardening section which supplies the San Francisco markets. At Palo Alto we turned aside into the grounds of Leland Stanford Jr. University, which sprang into existence like Minerva of old—full armed and ready for business—with nearly thirty millions of endowment behind it. It immediately took high rank

## FROM MONTEREY TO SAN FRANCISCO

among American universities, but as its attendance is limited by its charter to about two thousand, it can not equal its rivals in this regard.

Everyone knows its pathetic story—how Senator Stanford, the man of many millions, lost his only son, a boy of sixteen, and determined to leave the fortune to “the boys and girls of California” as a memorial to the idolized youth. A little strain of selfishness in the project, one may think, since if Leland Stanford Jr. had lived it is unlikely that his father would have remembered the boys and girls of his state, but you forget all about this when you enter the precincts of this magnificent institution. It is free from the antiquated buildings and equipment of the schools of slow growth, and full scope was given to architects to produce a group of buildings harmonious in design and perfectly adapted to the purposes which they serve. The mission design properly prevails, carried out in brown stone and red tiles. The main buildings are ranged round a quadrangle 586x246 feet, upon which the arches of the cloisters open and in the center of this is a bronze group of the donor, his wife, and lamented son.

The earthquake of 1906 dealt severely with Stanford University, destroying the library building, the great memorial arch, and wrecking the memorial chapel, said to be the finest in America. The latter

## ON SUNSET HIGHWAYS

was being restored at the time of our visit, a timber roof replacing the former stone-vaulted ceiling. The structure both inside and out bears many richly colored mosaics representing historic and scriptural subjects; in this particular it is more like St. Mark's of Venice than any other church that I know of. It is said that a large part of the destruction done by the earthquake was due to flimsy work on the part of the builders. Fortunately, the low, solid structures around the quadrangle were practically unharmed, and the damage done is being repaired as rapidly as possible. The grounds occupied by the University were formerly Senator Stanford's Palo Alto estate and comprised about nine thousand acres. From the campus there are views of the bay, of the Coast Range, including Mount Hamilton with the Lick Observatory, and of the rolling foothills and magnificent red-wood forests toward Santa Cruz. The university is open to students from everywhere and owing to its vast endowment, instruction is absolutely free.

Palo Alto is a handsome town of about five thousand, with good moral influences, the saloons being banished by its charter. The climate is said to be much pleasanter the year round than that of San Francisco. A local advertising prospectus gives this pleasing description of the climatic conditions:

"There is no extreme cold, and there are no se-

## FROM MONTEREY TO SAN FRANCISCO

vere storms. Even the rainy season, between December and March, averages about fifteen bright warm days in each month; and flowers blossoming on every hand make the winter season a delightful part of the year. The acacia trees begin blooming in January, the almonds in February, and the prunes, peaches, and cherries are all in bloom by the last of March or the first of April, when the blossom festival for the whole valley is held in the foothills at Saratoga, a few miles by electric line from Palo Alto."

From Palo Alto we followed the main highway—El Camino Real—to San Francisco. It is a broad macadam road, but at the time in sad disrepair, unmercifully rough and full of chuck-holes. It was being rebuilt in places, compelling us to take a round-about route, which, with much tire trouble, delayed our arrival in San Francisco until late in the afternoon, though the distance is but fifty-two miles from San Jose.

It looked as if our troubles were going to have a still more painful climax when, as we entered the city, a policeman dashed at us, bawling,

"What on earth do you mean by driving at that crazy rate? Do you want to kill all these children?"

As we were not exceeding twenty miles and were quite free from any homicidal designs against the children—of whom not a single one was in sight on

## ON SUNSET HIGHWAYS

the street—we mildly disclaimed any such cruel intention as the guardian of the law imputed to us. We had learned the futility of any altercation with a policeman and by exceeding humility we gained permission to proceed. A little back-talk in self-defense would doubtless have resulted in a trip to the station house, where we should have been at every disadvantage. I attribute in some degree our lucky escape from arrest to the fact that we always adopted an exceedingly conciliatory attitude towards any policeman who approached us, even if we sometimes thought him over-officious or even impudent. A soft answer we found more efficient in turning away his wrath and gaining our point than any attempt at self-justification could possibly have been—even though we knew we were right.



THE PACIFIC NEAR GOLDEN GATE  
From Original Painting by N. Hagerup



## XIII

### TO BEAUTIFUL CLEAR LAKE VALLEY

A splendid view of the Golden Gate, through which, between opposing headlands, the tides of the Pacific pour into the waters of San Francisco's great inland bay, may be had from the ferry between the city and Sausalito. The facilities for carrying motor cars were good and charges reasonable. We were speedily set down on the northern side and, without entering the little town, took to the road forthwith, closely following the shores of the bay.

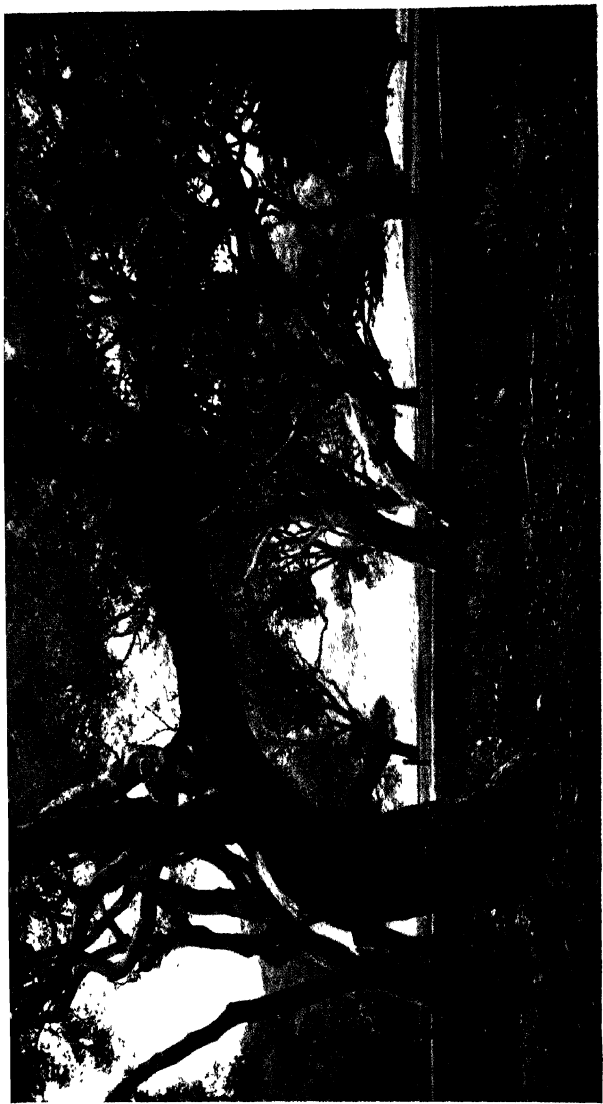
A dozen miles of rough going brought us to San Rafael, where in 1817 the padres from Mission Dolores in San Francisco founded the twentieth, and last but one, of the California missions. George Wharton James declares that this mission was really intended as a health resort for neophytes from San Francisco who had fallen ill of consumption, which had become a terrible scourge among the Indians around the bay. During the first three years after the founding of San Rafael, nearly six hundred neophytes were transferred to the new establishment, and in 1828 its population had reached eleven hundred and



forty. Its buildings were never very substantial and the total value of all property at secularization was reckoned at only fifteen thousand dollars. Fremont took possession of the town in 1846 without opposition. After his departure the mission buildings were unoccupied and speedily fell into ruin.

In response to our inquiries, a citizen directed us to the Catholic parsonage. The priest greeted us courteously and told us that not a trace of the mission now remained. In his garden he pointed out some old pear trees planted by the padres of San Rafael Mission in early days—almost the sole existing relics. The church near by is modern and of no especial interest. The site was an ideal one and the sheltered valley, with the green wooded hills that encircle it, was a fit place of rest for the invalid neophytes. San Rafael is now a substantially built, prosperous-looking town of about six thousand people and a favorite suburban residence place for San Francisco business men.

A well-improved highway leads through rolling hills from San Rafael to Petaluma, whence a detour of a dozen miles eastward takes us to historic Sonoma—the farthest outpost of Spanish civilization in California. Here the twenty-first and last mission of the chain was founded in 1823, with a view of checking the influence of the Russians, who were filling the



BERKELEY OAKS  
From Photograph by Putnam & Valentine



## TO BEAUTIFUL CLEAR LAKE VALLEY

country to the north. It never attained great importance, though during the short period of its existence its population reached about seven hundred. In 1834 the presidio or military establishment of San Francisco was transferred here to counteract Russian and American encroachments. The governor, Vallejo, took command of the post in person and, it is recorded, supported the enterprise at his own expense. He appears to have been a fine type of the old-time Spanish grandee, and his hacienda or residence still stands, though now deserted, about five miles northwest of the town. This is of the usual Spanish type, but on a much grander scale than any other of the early California homes still standing. Its facade is three hundred feet in length and two wings extend to the rear, enclosing a spacious patio which overlooks the valley from its open side. Double balconies supported by heavy timbers run around the entire outside. The house is solidly built; its walls, no less than six feet in thickness, are constructed of adobe. Its hewn beams are bound together with rawhide thongs and the lighter timbers are fastened with wooden pegs, not a nail being used. Stout iron grilles and heavy wooden shutters protect the windows and the doors are provided with wickets so that the house could easily be converted into a defensive fortress.

Vallejo also had a town house in Sonoma, but

## ON SUNSET HIGHWAYS

this has nearly disappeared. There are still many old adobes surrounding the spacious plaza—for the village was laid out on regal scale; many date from mission days, though none of them has any especial historic importance.

The mission church stands at the northeast angle of the plaza; it was in use until about twenty-five years ago, when it was wrecked by an earthquake, and since then neglect and winter rains nearly completed the work of ruin. The property was acquired by the Landmarks Club, which, having no funds for restoration, offered it to the state as an historic monument. It was accepted by special act of the legislature and a small fund provided for to restore and maintain the buildings. At the time of our visit work was in progress and was being carried out on original lines as nearly as possible. The old tiles had been restored to the roof and the rents in the walls repaired with sun-dried adobes. But there was no one to show us about or to preserve the relics and traditions of the mission. In this regard there will always be an advantage in having the original owner—the Catholic church—in charge, for it means that “open house” to visitors will be kept at all times. We were gratified to learn, however, that historic Sonoma will not be allowed to fall into ruin, as we had been led to expect from descriptions by recent visitors.

## TO BEAUTIFUL CLEAR LAKE VALLEY

In the plaza just opposite the mission is the pole upon which the American insurgents hoisted the California bear flag in 1846. This party, under Ezekial Merritt, started from Captain Fremont's camp near Sutter's Fort (Sacramento) and halted some distance from the town until midnight. At daybreak they marched hurriedly down the valley and took General Vallejo and his scanty garrison prisoners of war.

"A man named Todd," according to an eye-witness, "proceeded to make a flag for the occasion by painting a red star on a piece of cotton cloth, when he was reminded that Texas had already adopted this emblem. The grizzly bear was then substituted and the words, 'Republic of California,' added in common writing ink. The flag was hoisted amidst cheers from the entire company and remained afloat for several weeks until Lieutenant Revere of the Portsmouth came to raise the stars and stripes over it after the capture of Monterey."

This event is commemorated by a huge granite boulder near the flag staff in the plaza of Sonoma. It bears a reproduction of the original flag in bronze and a tablet of the same metal with the inscription, "Bear flag, raised June 14, 1846—erected July 4, 1907. S. O. W. C." It serves to impress on the infrequent visitor that the modest little village has

## ON SUNSET HIGHWAYS

an historic past that its more pretentious neighbors well might envy.

The homestead which General Vallejo occupied after these events and until the time of his death still stands but a short distance from the town, and is approached through a beautiful avenue of ancient palms.

It is quite as he left it, in a garden overgrown with roses and geraniums and shaded by lemon and orange trees intermingled with magnolias and palms. This house is now occupied by General Vallejo's youngest daughter, who still treasures many mementoes of her father and of mission days.

A well-improved road leads from Sonoma to Santa Rosa. The latter is a thriving town of ten thousand people and to all appearances has completely recovered from the severe damage inflicted upon it by the earthquake of 1906. It is the home of a man whose fame is wider than that of the town, for no doubt thousands have heard of Luther Burbank who do not know that he lives in Santa Rosa. We passed his experiment station at Sebastopol, seven miles from his home town. We wished we might see the wizard and his work, but he is too busy to be troubled by tourists and can be seen only by special introduction. Santa Rosa is the county seat of Sonoma County—succeeding the village of Sonoma in 1856—and a new court house, just completed,



A DISTANT VIEW OF MT. TAMALPAIS





## TO BEAUTIFUL CLEAR LAKE VALLEY

would do credit to any city in size and architectural design—another example of the far-sightedness of California communities. The Baptist Church is pointed out as an unique curiosity, for it was built of a single redwood tree—and it is a good-sized church, too.

Out of Santa Rosa we came into the Russian River Valley,—which, with many other names in this vicinity, reminded us that at one time Russia had designs upon our Golden West—certainly one of the loveliest and most fertile of California vales. Here and in Napa Valley just over the range to the east are the Italian colonies, which produce vast quantities of wine. The well-improved road follows the center of the narrow green valley, shut in by blue hill ranges on either hand and covered with great vineyards. In places these ascend the steep hillsides—recalling the valley of the Rhine—and they show everywhere the perfect care and cultivation characteristic of old-world vineyards.

A little beyond Healdsburg, state highway construction barred the main road west of the river and we were forced to cross a rickety bridge into a rather forbidding-looking byroad on the eastern side. At the moment this seemed a small calamity, for we were already late and the road appeared favorable for anything but speed. But we had not gone far until the

## ON SUNSET HIGHWAYS

entrancing beauty of the scenery made us rejoice that chance had led us into this route, which my notes declare "one of the most picturesque on our entire tour." The sinuous, undulating road closely follows the course of the stream, which lay quietly in deep emerald-green pools, or dashed in incredibly swift foaming cascades over its rocky bed. The fine trees—oaks, sycamores, madronas, pines, redwoods, and many other varieties—crowd closely up to the narrow road and climb to the very top of the rugged slopes on either hand. In places there are bold cliffs overhanging the river, one great rock, a vast expanse of tawny brown, spangled with moss and lichens, rising to a height of several hundred feet. Just off this road is Geyserville, in the vicinity of which are geysers and hot springs similar to those of the Yellowstone Park.

At Cloverdale we came into the main highway, which here begins a steady climb up the mountains at the head of the valley, the grades ranging six to ten per cent. The road follows the river canyon and there were many picturesque glimpses of the dashing stream through the trees on our left. At Pieta Station—the railroad runs on the western side of the river—we made a sharp turn to the right, following Pieta grade, which cuts squarely across the mountain range. The road is exceedingly tortuous, climbing

## TO BEAUTIFUL CLEAR LAKE VALLEY

the giant hills in long loops and, though none of the grades are heavy, caution was very necessary. Here we ran through the "forest primeval;" nature was in its pristine beauty, unspoiled by the hand of man. No human habitation was in sight for miles and wild life abounded. Rabbits, snakes, and quails scurried across the road and birds flitted through the trees. Wild flowers bloomed in profusion in the glades and flowering shrubs such as the wild lilac, redbud, and dogwood gave a delightful variation from the prevailing green of the trees. This is a toll road and at the summit of the grade, eight miles from Pieta, a gate barred our way and we were required to pay a dollar to proceed. We found ourselves in no hurry, however, despite the fact that the sun was just setting, for from this spot we had our first view of Clear Lake Valley. Beyond a long vista of wooded hills, set like a great gem in the green plain, the lake shimmered in the subdued light. In the far distance other mountain ranges faded away into the violet haze of the gathering twilight.

The descending road is steeper and rougher than the climb to the summit, though the distance is not so great. At the foot of the grade is Highland Springs, with a summer resort hotel not yet open, and after this a straight, level road runs directly northward to Lakeport. It is a little, isolated town of a

## ON SUNSET HIGHWAYS

thousand people—there is no railroad in Clear Lake Valley—and its hotel is a typical country-town inn. There is another hotel which keeps open only during the summer season, for a small number of discerning people come to Clear Lake for their summer vacation. At the Garrett, however, we were made as comfortable as circumstances permitted, the greatest desideratum being private bathrooms. While rambling about the town after supper we fell into conversation with a druggist and I unwittingly touched a sore spot—which we learned was common to every citizen of Lakeport—when I remarked that it was strange that a town of its size, so favorably situated, should be without a railroad.

“It’s a burning shame,” he exclaimed, “and we have the Southern Pacific to thank for it. We have made every effort to secure a railway here and in this fertile valley it would surely pay. Besides, the lake, with its fine fishing and beautiful surroundings, would soon become one of the most noted resorts in California—if people could only get here. But for some reason the Southern Pacific has not only refused to build, but has throttled any effort on part of the people to finance a road into the valley. I guess the railroad people figure that as it is they get all the traffic and the people have to bear the heavy expense of transportation by wagon to the main line. If this

## TO BEAUTIFUL CLEAR LAKE VALLEY

is so, it's a short-sighted policy, for the development of the country would be so rapid that the branch would be a paying proposition from the start." And he added much more in the same strain, all of it highly uncomplimentary to the "Sunset Route."

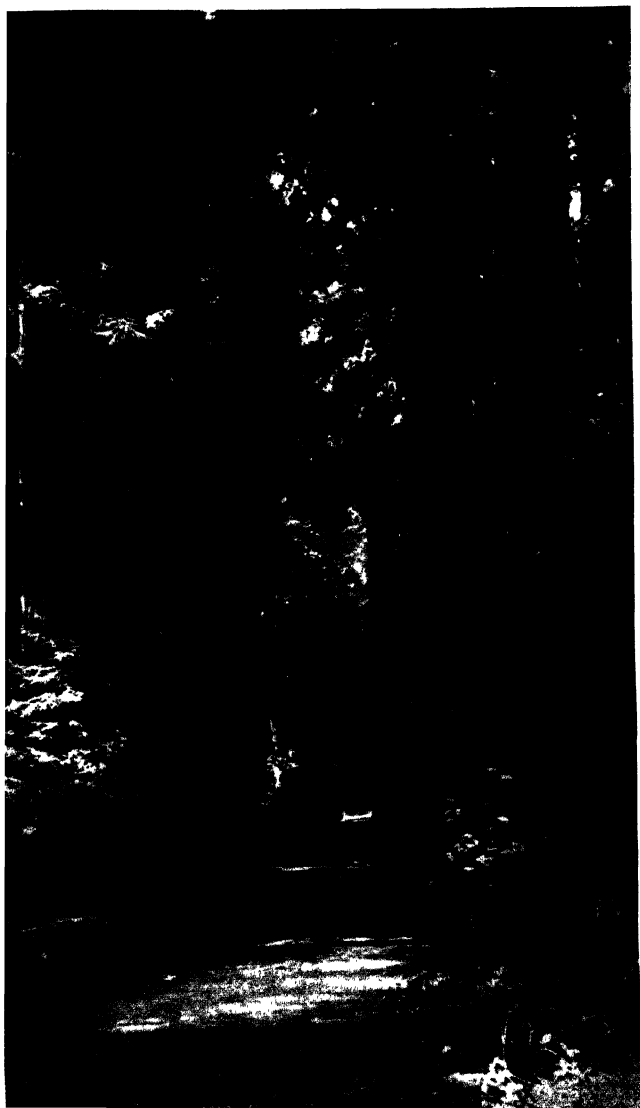
I was not familiar enough with the situation to dispute any of his assertions, even had I been so inclined, and let him assume that I assented to all his animadversions against the Southern Pacific. The question whether or not Lakeport and Clear Lake Valley would be benefitted by a railroad—the nearest station is Pieta, twenty miles away—was clearly too one-sided to admit of discussion. Besides, railroads interest us only in an academic way. Who would want a railroad to visit Clear Lake Valley if he were free to come by motor car?

From our window in the third story of the hotel we could see the lake and the mountains beyond and I remarked that sunrise would surely be a spectacle worth seeing. Though some doubt was expressed as to my ability to rise early enough, I managed to do it and a scene of surpassing beauty rewarded the effort—it really was an effort after the strenuous run of the preceding day. A rosy sky brought out the rugged contour of the hills and tinged the dense blue shadows with amethyst and gold. As the sky brightened, the lake glowed with the changeful fires

## ON SUNSET HIGHWAYS

of an opal, which merged into a sheet of flame when the sun climbed the mountains and flung his rays directly across the still surface. There was an indescribable glory of color and light, passing through endless mutations ere the scene came out distinctly in the daylight.

We were away early in the morning with a long run over many mountain grades confronting us. As we left the valley we had a better opportunity of noting its singular beauty than on the preceding evening. It is a wide green plain of several hundred square miles, surrounded by mountain ranges. These presented a peculiar contrast in the low morning sun, standing sharp and clear against the sky on the eastern side and half hidden in a soft blue haze on the west. In the center of the plain lay Clear Lake—rightly named, for it is a crystal clear body of water about thirty miles long and eight miles in extreme width. It is fed by mountain streams and empties its waters into the Russian River. For boating and fishing it is unsurpassed, a catch of bass or cat being assured under almost any conditions. The valley was studded with hundreds of oaks, the finest and most symmetrical we had seen in a country famous for magnificent oaks, and one of these, near the Lakeport road, is declared to be the largest and most perfect oak tree in California. Whether it is so or not, a few figures will







## TO BEAUTIFUL CLEAR LAKE VALLEY

give some idea of its mammoth proportions. The circumference of its trunk is twenty-four feet and six inches, its height one hundred and twenty feet, and the spread of its branches one hundred and fifty-six feet. And this is only one of hundreds of majestic trees which dotted the plain. Underneath them—for they stand usually far apart—lay the wide green meadows and wheatfields, spangled with multi-colored wild flowers. It would be hard to imagine a more beautiful vista than the one which stretched away beneath these giant trees to the still waters of the lake. Here and there the orange flame of the poppies prevailed and again a field of buttercups or daisies, or a blue belt of lupine. The sky above was clear save for a few silvery clouds which floated lazily over the mountains, and, altogether, it was a scene of quiet beauty that made us wonder if there was another spot in all the world like this mountain vale. What a place it would be for a resort like Del Monte or Coronado! If in Southern California it would be one of the most noted beauty spots on earth. A railroad would, of course, do much to make it known to the world in general, though the thought of a railroad in that scene of quiet, out-of-the-world loveliness seemed almost like sacrilege. The climate is mild—orange trees and palms being common—and the rainfall, averaging about thirty inches, is twice as great as in the southern part of the state. This accounts

## ON SUNSET HIGHWAYS

for the unusual greenness of the country and might be an unpleasant feature in winter.

Lakeport marked the northern end of our tour and we resolved to cross the mountains and return by the Napa Valley. At Kelseyville, a few miles south of Lakeport, we inquired of a garage man as to the best road out of the valley and he carefully directed us to take the left-hand fork two or three miles south of the town.

"It takes you over Bottle Glass Mountain," he said, "but it's the shortest road to Middletown."

When we came to the fork we saw that the main traveled road continued to the right and a narrow, forbidding-looking lane started up the big hill to our left. We took it with some misgiving; the directions had been explicit, but we did not like its looks. When we had proceeded a few miles on the increasingly heavy grade we began to realize the significance of the name, "Bottle Glass Mountain," for the road had been blasted through masses of obsidian or volcanic glass and was strewn with numberless razor-sharp fragments which speedily cut our tires to shreds. There was absolutely no place to turn about and so we laboriously toiled up the heavy grades—some of them surely as much as twenty-five per cent—the engine steaming like a tea-kettle until at last we reached the summit. Here we paused to cool the

## TO BEAUTIFUL CLEAR LAKE VALLEY

engine and investigate the sorry work of the glass which had strewn the road for some miles. The usefulness of a new set of tires was clearly at its end—no one of them lasted more than a few hundred miles after this experience. We carried away a bit of the glass as a memento and found it identical with that of Obsidian Cliff in the Yellowstone, a material used by the Indians for arrowheads.

The descent was quite free from glass and led us down some pretty steep grades into a beautifully wooded canyon. Here we met a mail carrier who gave us the cheerful information that two or three miles farther over a good road would have avoided the horrors of Bottle Glass Mountain. For several miles we followed the course of a clear stream, the road dropping continuously down grade and winding between splendid trees, until we came to the little village of Middletown.

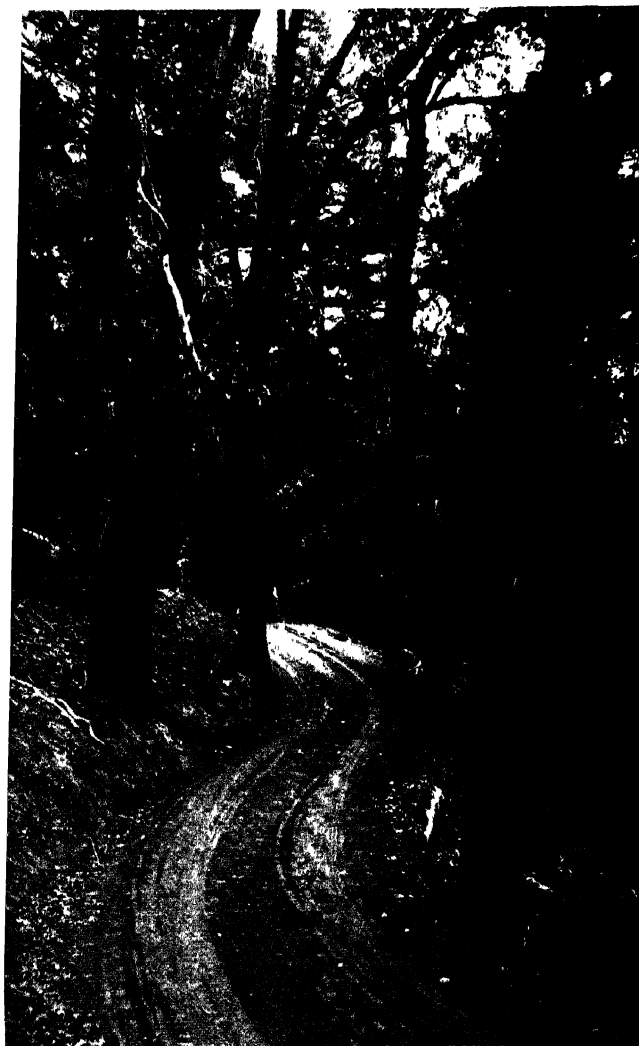
Beyond this we began the ascent of Mount St. Helena, famed in Stevenson's stories of the "Silverado Squatters." Of it he wrote,

"There was something satisfactory in the sight of the great mountain enclosing us on the north; whether it stood robed in sunshine, quaking to its topmost pinnacle in the heat and lightness of the day or whether it set itself to weaving vapors, wisp after wisp, growing, trembling, fleeting, and fading in the blue."

## ON SUNSET HIGHWAYS

It overtops everything else in the vicinity; its great bald summit, rising to a height of forty-five hundred feet, is a cairn of quartz and cinnabar. Its slopes, now so quiet and sylvan, were alive in an early day with mining camps and villages. But the mines failed long ago and the army of miners departed, leaving deserted towns and empty houses behind them. These fell into decay and their debris has been hidden by the rank growth of young trees. On St. Helena, Stevenson and his wife spent some time in a deserted mining camp in the summer of 1880 in hopes of benefitting his health and while here he planned and partly completed the story of Silverado. There are many descriptions of the scenery and his step-daughter declares that the passage describing the morning fog rolling into the valley as seen from his camp is one of the very finest in all of Stevenson's writings.

Out of Middletown the road begins a steady ascent over rolling grades ranging up to fifteen per cent and winding through the splendid forests which so charmed the Scotch writer. Redwoods, oaks, firs, cedars and magnificent sugar pines crowd up to the roadside. Star-white dogwood blossoms stand against the foliage, the pale lavender spikes of the mountain lilac, the giant thistle with its carmine blooms, the crimson gleam of the redbud, the brilliant



ON THE SLOPES OF MT ST HELENA  
From Photograph by Harold Taylor



## TO BEAUTIFUL CLEAR LAKE VALLEY

azalea, and, above all, the madrona, a great tree loaded with clusters of odorous pale pink blossoms. Its red trunk, gleaming beneath its glistening green foliage and gay flowers, inspired the oft-quoted fancy of Bret Harte:

“Captain of the western wood,  
Thou that apest Robin Hood,  
Green above thy scarlet hose  
How thy velvet mantle shows.  
Never tree like thee arrayed,  
Oh, thou gallant of the glade.”

From the highest point of the road—it does not cross the summit of the mountain—was a glorious prospect of wooded hills and a long vista down the canyon which we followed to the valley. The descent was a strenuous one—winding downward in long loops, turning sharply around blind corners, and running underneath mighty cliffs, with precipices falling away beneath. It presented a series of magnificent views—a new one at almost every turn—and finally we came out into the open where we had full sweep down the vine-clad valley. At its head, just at the end of the mountain grade, was Calistoga, a quiet village of a thousand people, where Stevenson stopped while outfitting for his Silverado expedition. It was entirely surrounded by vineyards, which skirted the road for the eight miles to St. Helena and



## ON SUNSET HIGHWAYS

spread out over the narrow valley to the green hills on either hand. At intervals wheatfields studded with great solitary oaks varied the monotony of the scene and here and there a vineyard dotted the steep slopes of the hills.

Here, as well as in the valley just west of the St. Helena Range, are the properties of the Swiss-Italian and Asti Colonies, and the principal winery, a vast stone structure that reminds one of a Rhenish castle, is situated on this road. Its capacity is three million gallons annually and besides its storage vats there is one great cement cistern which holds a half million gallons. In this capacious cavern a merrymaking party of a hundred couples is said to have held a dance on one occasion. But Italian methods have been abandoned in these big wineries—it would be something of a job to crush grapes for three million gallons of wine with the bare feet, the implements mostly in use in Italy. Instead, there is a mammoth crusher in a tower of the structure and the grapes are dumped upon an endless chain that hoists them to this machine, which grinds and stems them at a single operation. The pulp is then conducted through pipes to the fermenting vats below. The founder of the Asti Colony has a beautiful home in the hills, modeled after a Pompeian villa and surrounded by elaborate gardens and groves, an altogether artistic and charm-



THROUGH PINES AND REDWOODS  
From Photograph by Harold Tavlör



## TO BEAUTIFUL CLEAR LAKE VALLEY

ing place, it is said. He is now reckoned as a very wealthy man, though he came here about thirty years ago with little or nothing.

The colony has its own general store, its smithy, its bakery, its dairy, its cooperage, its schools and post office, and a quaint little wooden church—La Madonna del Carmine—where Italian services are conducted on Sundays. While the Asti Colony is the largest and most distinctly Italian, there are several other similar communities in this section and also in the San Joaquin Valley. The greatest danger threatening them is, no doubt, the growing prohibition sentiment in California. We found prohibition already in force in Lake County, though there are many vineyards within its borders. To our request for a bottle of Lake County wine at one of the small inns, our landlord declared that he could not sell, but obligingly made up the deficiency by a donation.

We were surprised to find a splendid boulevard extending for many miles on either side of St. Helena; it emphasized on our minds a fact not generally known, that in the vicinity of San Francisco there is almost as much improved road as about Los Angeles. Its condition, however, does not average nearly so good, and a large part of it is in great need of repairs. The work has been done mainly by the counties, San Joaquin County having just completed a two-million-dollar system of boulevards.

## ON SUNSET HIGHWAYS

From St. Helena we continued southward to Napa, a town of six or seven thousand people with many fine residences and a substantial business center. From Napa the road runs through a less interesting country to Vallejo, a distance of fourteen miles, where we thought to cross by ferry to Port Costa. We found, however, to our disgust, that these boats would not carry cars and we were directed to proceed to Benicia, seven miles farther up the coast. Here we ran on to a large railroad ferry-boat, which, after a tedious delay, carried us to the desired point on the western shore of the Sacramento River, which here is really an arm of the bay.

Port Costa is a poor-looking hamlet, principally inhabited by Mexicans, several of whom gathered about us to watch our struggles with a refractory tire. Our objective for the night was Stockton, nearly a hundred miles away by the roundabout route which we must pursue. The long wait at the ferry and the puncture—sure to occur under such conditions—put us behind at least two hours and the sun was already declining. We recognized that we should have to speed up a little and probably finish after dark. Our road out of Port Costa, however, was favorable to anything but speed; after climbing a long grade we came out on the edge of the hills overlooking the river. The road runs along the side of the hills,

## TO BEAUTIFUL CLEAR LAKE VALLEY

which fall away for several hundred feet almost sheer to the water beneath, and it twists and turns around the cliffs in a manner anything but soothing to nervous people. It affords, however, some magnificent views of the broad estuary, with green hills and distant mountains beyond.

From Martinez, another decadent little town six miles from Port Costa, we proceeded over fairly good roads to Concord and Antioch, where we turned southward into the wide plain of the San Joaquin River. It was necessary to make a long detour around the San Joaquin Delta, which has no roads. The highway angles towards Byron Hot Springs in long straight stretches. It was improved as a general thing, though we met with rough spots and sandy places occasionally. We struck one of the latter unexpectedly while bowling along at a forty-mile gait and gave a farmer who was coming towards us in a cart the scare of his life, for the car became unmanageable in the sand and started straight for him. Visions of impending disaster flashed through our minds as well, when the obstreperous machine took a tack in the opposite direction. We did not stop to discuss the occurrence with him, seeing plainly that he was in no mood for a calm consideration of the matter—but we had learned something.

A little beyond Byron Hot Springs we entered San

## ON SUNSET HIGHWAYS

Joaquin County and from this point we followed a splendid new boulevard as smooth and level as a floor—part of the county's new two-million road system. We coursed through the center of a wide plain, shut in by ill-defined mountains, and one of these, standing in solitary majesty against the evening sky, seemed to dominate the valley. It is Mount Diabolus, which no doubt received its appellation from some ancient padre, who thought it safest to give his Satanic Majesty a habitation on this lonely peak, then so remote from the haunts of the white men.

## XIV

### THE NETHERLANDS OF CALIFORNIA

Stockton has a population of twenty-three thousand according to the 1910 census, though every citizen of whom you inquire will add from fifty to one hundred per cent to cover gains since that date. Nor will one be greatly inclined to dispute the claim when he notes the metropolitan appearance of the town—the broad, well-paved streets, the handsome stores, and the imposing public buildings—or when he enters Hotel Stockton, a huge, modern, concrete structure that it would be hard to match in most eastern cities of a hundred thousand. The town is situated at the gateway of a vast, fertile plain, rich in grainfields, orchards, vineyards, and garden and dairy products. It is a sightly city, with eleven public parks and numerous fine homes and churches; many streets are bordered with shade trees, the elm, maple, acacia, and umbrella tree being most common. Orange trees and palms are also plentiful, reminding one that a mild winter climate prevails in the valley.

The town was incorporated in 1850 and was named in honor of Commodore Stockton of the



## ON SUNSET HIGHWAYS

United States Navy, who raised the first American flag in California. It had previously existed as a mining supply camp and the site belonged to Captain Weber, who received it as a grant from the Mexican Government in 1843. It has been a quiet, steadily growing commercial center and its history has never been greatly varied by sensational incidents. Its first railroad came in 1869, its commerce having been carried previously on the San Joaquin River. To-day a canal connects the river with the heart of the city and good-sized steamers arrive and depart daily. It is also served by main lines of three great transcontinental railways, an advantage not enjoyed by many California towns.

Stockton is seldom the goal of the tourist and most travelers get their impressions of the town from a car window while enroute to or from San Francisco. Not one in a thousand of these, nor one in ten thousand who only hear of the town, knows that in its immediate vicinity, almost adjoining its borders, is the greatest and most remarkable enterprise of the kind in America. I refer to the land reclamation projects of the San Joaquin Delta, comprising the marvelously fertile tracts already under cultivation, and the efficient methods being employed to ultimately reclaim a million acres of peat swamps still untilled. Thirty years ago this land was supposed to be abso-

## THE NETHERLANDS OF CALIFORNIA

lutely worthless—a vast tract of upwards of a million and a half acres, covered with scrub willows and “tule”—a species of rank reed—and overflowed at times to the depth of several feet by floods and ocean tides. The soil in the main is black peat, made up of decomposed tule and sand washed in by the floods—a composition of untold fertility if properly drained and farmed.

I was especially interested in this enterprise since a pioneer in reclamation work and president of one of the largest concerns operating in the delta was an old-time college-mate who came to California some twenty years ago. He had little then save indomitable energy and unusual business aptitude, and with characteristic foresight he recognized the possibilities of the San Joaquin swamps when once reclaimed and properly tilled. He succeeded in interesting capitalists in the project, which has steadily grown until it has been merged into the California Delta Farms Association, a ten-million-dollar corporation which owns and controls more than forty thousand acres, mostly under cultivation. The company also owns a fleet of a dozen great steam dredging plants, principally engaged in reclaiming new tracts on their own properties, though occasionally doing work for other concerns.

Besides the Delta Farms Association, there are

## ON SUNSET HIGHWAYS

several other large companies and individual owners operating in the delta, which now has upwards of three hundred thousand reclaimed acres, and it is said that a million more will be brought under cultivation within five or six years. The aggregate value of the land at that time will be not less than two hundred millions, figures which speak most eloquently of the almost inconceivable possibilities of the Netherlands of California, and any tourist whose convenience will permit will find himself well repaid should he stop at Stockton for the especial purpose of seeing this unique wonder of America.

We found no difficulty in arranging for a good-sized motor-boat capable of twelve to fifteen miles per hour, in charge of a man familiar with every part of the delta and well-posted upon the details of farming and reclamation work. The harbor is at the foot of Washington Street, well within the confines of the city and a canal about two miles long connects with the main channel of the San Joaquin. There are no roads in the delta, the river and canals serving as highways; each tract in cultivation is surrounded by water held back by a substantial levee usually about twenty-five feet high and one hundred and fifty feet thick at the base. The tracts range from one thousand to thirteen thousand acres in size and are usually spoken of as islands. It is hard for a novice to get a clear idea

## THE NETHERLANDS OF CALIFORNIA

of the lay of the land—the waterways twist and turn and interweave in such a baffling manner. Nor can one see over the high levees from an ordinary launch; the top of the pilot house on our boat, however, afforded views of most of the tracts. The main stream is several hundred feet wide and the canals average about twenty-four feet, with a depth of ten to fifteen feet.

The first step towards reclaiming a tract of land is to surround it by a large levee or bank of soil scooped from the swamp by great floating dredges, the resulting depression serving as a canal. When the levee is completed, the island is cleared of tule and brush and the water pumped out. It is then ready for cultivation, but breaking up the tough, fibrous peat is laborious and tedious work, which the average white man seems unwilling to do, and Oriental labor has played a big part in reclaiming the delta.

Should the peat become too dry, it is liable to take fire and smoulder indefinitely, though this can be controlled by flooding from the river. Its fibrous composition makes it an excellent material for levees; when thoroughly packed it is quite impervious to water and little affected by floods.

Our guide informed us that the actual cost of reclaiming the land averages about one hundred and sixteen dollars per acre and that its value when in

## ON SUNSET HIGHWAYS

cultivation is from two to three hundred dollars. Irrigation, when necessary, is accomplished by elevating water from river or canal at high tide over the levee by means of huge siphons. The tide rises three or four feet, though salt water does not come in so far. Thus the water supply is never failing and a crop is always assured. Disastrous floods are now so guarded against as to be of rare occurrence, though in earlier times they frequently wrought great havoc; even then they were not an unmixed evil, a layer of rich fertilizer being deposited in their wake.

It is not strange that the owners of the San Joaquin Delta lands are opposed to the anti-Japanese legislation now the fashion in California. The work of reclamation has been done mostly by Orientals—Japanese, Chinese, and a few Hindus—and farming operations are largely carried on by laborers of these nationalities. In the earlier days white men suffered severely from ague and malaria, though conditions in this regard are better now. The Jap seems perfectly at home in the San Joaquin swamps; hot sun and drudgery have no serious effect on him and he has the industry and infinite patience necessary to succeed under such conditions. He requires less supervision than the white laborer and in this regard the Chinaman is still better. Altogether, the Oriental is the ideal laborer for the delta; and he is at his best when employed by a fellow-countryman.

## THE NETHERLANDS OF CALIFORNIA

This fact partially accounts for the phenomenal success of George Shima, who is probably the most extensive farmer in the whole region. He not only owns considerable land, but leases, principally from the Delta Farms Association, great tracts which he farms in a thorough and scientific manner. His problem is not to secure a big yield—he is sure of that—but to get a favorable market. The flood danger, which wiped out his possessions in 1907, is said to be well guarded against now, but the danger of a glutted market remains. On the other hand, there is the gamble of a shortage of potatoes in the rest of the world—a thing which happened in 1910, when Shima is said to have cleared over half a million dollars on this crop alone. The wily Jap held his crop until the demand was keenest and let it go at two or three dollars per hundredweight. He has learned to depend on other products besides potatoes, both to avoid danger of a glut and to provide for proper rotation of crops. Rich as is the delta soil, several successive crops of potatoes will impoverish it. Alternating with barley, beans, asparagus, alfalfa, or onions, all of which thrive in an incredible manner, serves to stave off the evil day of soil exhaustion. It is Shima's boast that he farms scientifically and employs experts on soil chemistry, and the results he gets seem to bear out his claim. He lives on a fashionable

## ON SUNSET HIGHWAYS

street in Berkeley and has done much to overcome prejudice against himself by intelligent and liberal donations to public and charitable causes.

Besides Shima there are several smaller Japanese operators and two or three Chinamen who lease land on a large scale. Shima markets as well as raises his product, but the others sell mainly through brokers and commission men. There are several white ranchers who farm their own land and who have demonstrated that success can be achieved in this way. The millennium of the delta is expected to be attained by wholesale subdivision into farms of one hundred acres or more, operated by the owners. Indeed, the Delta Farms Company is already planning to dispose of a part of its holdings in this manner and there is certain prosperity for the farmer who buys a small tract and tills it himself. A good yield is always sure and by proper rotation and division of crops a market for the majority of products is equally certain. It has also been proven that hog-raising and dairying can be profitably engaged in. The time will come, say many, when this Holland of America will support a large population of thrifty American farmers and the bugaboo of Oriental labor will have faded away. Schools, roads, and bridges will come, and there is already a daily mail delivery by water and an elaborate telephone system in the delta. The splendid system of

## THE NETHERLANDS OF CALIFORNIA

water highways upon which every farm will front, will afford quick and cheap access to markets. Every farmer will have his motor-boat instead of automobile, and this will put him in easy touch with towns, cities, and schools. This ideal state is still in the indefinite future; most of the land is held by absentee landlords who are more than satisfied with the returns from the present system and whose holdings are not for sale. The reclamation of new tracts and the increasing scarcity of Japanese and Chinese labor may, however, change conditions more rapidly than now seems probable.

Our skipper landed us at several of the islands and it gave us a queer sensation to walk over ground that quaked and quivered to our step as though it rested on a subterranean lake. The improvements were generally of the flimsiest type—clapboard houses resting on piles affording quarters for the laborers. Near the superintendent's home on one of the tracts was a field of carmine sweet peas in full bloom—a pleasing patch of color upon the general drab monotone of the landscape, suggesting the possibility of flower-farming on a large scale. The quarters for the help make it clear why Chinamen and Japanese can be so profitably employed—they demand little in the way of comforts and are satisfied with the cheapest and plainest fare. Wages, even of this class of labor, are not low, the



## ON SUNSET HIGHWAYS

average Oriental earning thirty to forty dollars per month besides his keep. Chinese and Japanese do not readily affiliate and men in adjoining camps may scarcely speak to each other during the entire working season. A good many Chinese live in house boats on the river and we saw the curious sight of a house-boat saloon, for the difficulty in getting a supply of opium has driven the Chinaman to the white man's tipples and he has learned to carry a comfortable load of gin without losing his head. There were also camps of Chinese fishermen who take quantities of bass, shad, and cat-fish, which we were told were shipped to China. The smells from these camps frequently announced their proximity before we came in sight of them.

Asparagus is one of the large and profitable crops and on our return trip we saw a thousand-acre tract of this staple and a big factory which turns out many hundreds of carloads of the canned article. The Delta brand is famous as the largest, tenderest, and best-flavored variety known. Celery is also raised in large quantities and here is the only spot in the west where chicory thrives.

During our round, which covered eighty miles of river and canal, we had the opportunity of observing reclamation in progress, as well as many phases of farming. The huge steel dredges were slowly eating

## THE NETHERLANDS OF CALIFORNIA

their way through the waste of reeds and willows, their long black arms delving deep into the muck and piling levees alongside the canal, which served as a pathway for the monster's advance. A little farther we saw a tract around which the levee had been completed and which was being cleared of tule and brushwood, fire being freely used, as the peat was still too wet to burn. Beyond this a field was being brought under the plough and desperately hard, heavy work it was, breaking up the matted fibrous soil that had been forming for ages. In another place a break in the levee had permitted an inflow of water and this was being thrown out with a mighty floating pump capable of handling some seventy thousand gallons per minute. Farming operations require a fleet of big barges, for horses and heavy farm machinery must be carried and the products transported from the markets.

Altogether, the San Joaquin Delta was very interesting and surprising; well worth seeing aside from the personal element, which was the prime motive in our case. It is only because this wonderful region is so little known that visitors are comparatively few, but the tourist tide will surely come before long and many will find profitable investments in the lands. Of course the ordinary tourist will be able to see only a small section of this vast tract until the age of airship

## ON SUNSET HIGHWAYS

touring comes, but that small section will be so typical as to afford a fair idea of the whole. The story of the delta makes a unique chapter in American agriculture and it is bound to prove a fertile field for research and experiment, which will result in still greater production and a wider variety of crops. Its vast extent and endless resources make it a notable asset, even in a state so famed for big things as California, and some day it may be comparable in population and thrift to the Dutch Netherlands.

It was late when our skipper turned the launch homeward and there was something exhilarating and inspiring in swirling through the long sunset stretches of still water between the high green banks. We agreed that the boat ride alone as a variation from weeks of dusty motor travel would have been worth while, even if we had not seen and learned so much of the wonderland of the San Joaquin Delta.

On our second visit to Stockton a year later we passed through without delay on our way to the state capital. We came from Oakland—where we passed the night at the magnificent new Hotel Oakland, unsurpassed by any of California's famous hotels—by the way of Haywards, Niles, Pleasanton, and Alhambra. The direct road by way of Dublin was closed and we were saved a useless twenty-mile jaunt by an obliging garage man at Haywards, who hailed us as he saw us turning into the obstructed route.

## THE NETHERLANDS OF CALIFORNIA

"You'll have to take a round-about road," he declared on learning of our destination. "A car which tried the Dublin road just returned, having found it completely closed. The county board is cutting down the big hill near Dublin—commenced a year ago and was held up by a lawsuit. They had to condemn a piece of land—so steep a goat couldn't stand on it—for which an Eastern owner wanted seven thousand dollars. The jury awarded the owner seventeen dollars, and now the work can go on."

"Our Eastern friend must have thought he saw a chance to get rich quick," we ventured.

"No, the funny part of it was that he wanted just what he paid for the land, which he had never seen. Some real estate agent had sold it to him for seven thousand dollars and he only wanted his money back. I reckon that any man who buys land in California on someone's representations is a sucker,"—a proposition that we did not feel called upon to dispute.

We had no reason to regret our enforced change of route, for we passed through some beautiful country—quite different from what we had previously seen in this vicinity. Following the railroad southward to Niles, we turned sharply to the left, entering the low green hills along which we had been coursing. Crossing a moderate grade, we came into a narrow valley lying between rounded hills, which showed evidence

## ON SUNSET HIGHWAYS

of having been in cultivation for many years. The roads, bridges, farmhouses, and other improvements indicated a prosperous and well-established community and the towns of Pleasanton, Livermore, and Altamont must have sprung into existence as far back as the "days of gold." These were quiet, pretty villages connected by a fine macadam road, evidently a temptation to the "scorcher," for placards in the garages warned motorists against the despised motorcycle "cop."

It was a glorious day and the well-groomed valley showed a wonderful display of color, the prevailing green being dashed with the brilliant hues of wild flowers. The low hills on either hand were covered with lawnlike verdure and dotted with ancient oaks, while an occasional cultivated field redeemed them from monotony. Beyond Livermore we came into the San Joaquin Valley, which at this time was reveling in the promise of an unprecedented harvest. The wide level plain was an expanse of waving green varied with an occasional fringe of trees, and a low-lying, dark-blue haze quite obscured the distant mountains.

Beyond Stockton the characteristics of the country were much the same, though it seemed to us as if the valley of the Sacramento were even greener and more prosperous. The vast wheatfields were show-

## THE NETHERLANDS OF CALIFORNIA

ing the slightest tinge of yellow and the great vineyards were in bloom. Some of the latter covered hundreds of acres and must have been planted many years ago. The luxuriant, flower-spangled meadows were dotted with herds of sleek cattle and it would be hard to imagine a more ideal agricultural paradise than the Sacramento Valley at this particular time. On either hand the rich plain stretched away to blue mountains, so distant that only their dim outlines were discernible, and at times they were entirely obscured by low-hung clouds or sudden summer showers.

The road between the two cities is a recently completed link of the state highway and the smooth asphalted surface offers unlimited speed possibilities if one cares to take the chances. In the spring and early summer Sacramento is surrounded by vast swamps and we crossed over a long stretch of wooden bridges before entering the city. Our original plan was to come from Napa, but we learned that the roads north and west of the city were usually impassable until late in the summer. The entire city lies below high-water level of the Sacramento and American Rivers and in its early days suffered from disastrous floods. It is now protected by an extensive system of dikes, which have successfully withstood the freshets for half a century.

## ON SUNSET HIGHWAYS

A handsome city greeted us as we coursed down the wide shady street leading past the capitol to the Hotel Sacramento. Palms and flowers were much in evidence in the outskirts and many imposing modern buildings ornamented the business section. There were, however, many indications of the city's age, for Sacramento is the oldest settlement of white men in the interior of California and was a town of ten thousand people in 1849, though probably there were many transient gold-seekers among them. It was the objective of the early "Argonauts" who crossed the plains long before the discovery of gold. Here in 1839 General John H. Sutter established a colony of Swiss settlers which he called New Helvetia, and the old adobe fort which he built still stands, having been converted into a museum of pioneer relics. Sutter employed Marshall, who was sent into the mountains to build a mill at Coloma, and who picked up in the mill race the original nugget that turned the tide towards California in the forties. The first railroad in the state ran from Sacramento to Folsom, and the experimental section of the state highway system was built between these two towns.

There were many productive gold mines about the town in an early day, and though these are largely worked out, Sacramento has to-day a greater and more permanent source of wealth in the rich country

## THE NETHERLANDS OF CALIFORNIA

surrounding it. It was made the capital of the state in 1854 and the handsome capitol building was erected a few years later. This is of pure classic design in white stone and though small as compared with most other state capitols, it is surpassed architecturally by none of them. It stands in a forty-acre park intersected with winding drives and beautified with the semi-tropical trees and plants which flourish in this almost frostless climate. Among these is the Memorial Grove, composed of trees collected from the battlefields of the Civil War. The state insectary, which breeds and distributes millions of fruit-protecting insects every year, may also be seen on the capitol grounds.

Our hotel, the Sacramento, a modern concrete structure, proved fairly satisfactory, but so far as we could judge, the hotels of Sacramento were hardly up to the California standard for a city of fifty thousand. The city is visited by comparatively few tourists at present, though the motor car and the new state highway are likely to change things in this regard. The fine old town has much of real interest and the run through the prosperous valley is an experience worth while to any one who wishes to know the beauties and resources of the Golden State.

Our run from Stockton to Merced was a swift one, conditions considered. We had planned to take the



## ON SUNSET HIGHWAYS

train a little after noon to El Portal and to abandon our car a few days while we again viewed the wonders of Yosemite. Our former trip to the valley was late in the summer, when the falls had shrunk to trickling rivulets, and being so near, we resolved to make another visit by train and see the cataracts in their glory. The road out of Stockton for some miles was splendid and we clipped along at a merry rate until, between Modesto and Broughton, we struck a long stretch of state highway construction, making necessary a detour of several miles. Sand was deep in places and more than once it seemed as if the assistance of a pair of horses would be required, but we managed to flounder through with steaming engine and growling gears. The extreme drouth prevailing at the time had resulted in axle-deep dust in many places, which made heavy and uncomfortable running, though it did not trouble us like the sand. We were glad, indeed, after some twenty miles of scrambling and floundering, to get back into the main highway just beyond Livingston, from which point progress was easy.

The road follows the San Joaquin Valley at a distance of a few miles from the stream and crosses the Stanislaus, Tuolumne, and Merced Rivers. The last of these is a wide, still stream, sea-green from re-

## THE NETHERLANDS OF CALIFORNIA

flection of the willows which border it, and giving little hint of its turbulent sources in the mountains.

Arriving at Merced we found a handsome new hotel built since our former visit—the Capitan, which would do credit to a city with several times Merced's three or four thousand people. Here we had noon-day lunch and then regretfully delivered our car to a garage and betook ourselves to the Yosemite Valley Railroad.

A year later we found the state highway completed and nothing to interfere with an uninterrupted joy-ride from Stockton to Merced. On this trip we paused at Modesto, from whence we planned to run to the Yosemite over the Coulterville road, but this was not yet open. We had luncheon at the Hughson Hotel, a surprisingly pretentious structure for a town of six thousand. It is a seven-story concrete building, with all modern improvements and appointments, including a ball-room, roof garden, and swimming pool, and the manager took great pride in showing us about.

From the roof-garden there was a fine view of the town and the sandy plain surrounding it. This is being brought under irrigation and Modesto bases its hopes of prosperity on the unlimited water supply, which insures the productiveness of the country all about the town.

## ON SUNSET HIGHWAYS

A second hotel even larger than the Hughson was building—surely the traveling public will be well taken care of in Modesto. When the proposed improvements on the Yosemite road are completed, the town will be the stopping-place for motor tourists who enter and leave the park by this route and possibly the liberal hotel accommodations will be needed. At present this is the most traveled route, but it is very difficult and the tourist is hampered with a lot of government rules and red tape. The same objections apply to the Big Oak Flat road from Stockton and the Merced route, both of which join the Coulterville road into the Park.

The dream of the Automobile Club of Southern California, to whose untiring efforts the opening of the Yosemite to motors is due, is an all-the-year road with a maximum grade of five per cent, and it is working energetically to this end. The proposed route runs by the Cathay Valley from Merced to Mariposa, a distance of forty miles. From thence it follows the Bear Creek Canyon and the Merced River to El Portal, where it joins the government road. The State Highway Commission was appealed to, but could only be prevailed to build from Merced to Mariposa, which leaves a link of thirty-two miles between the latter town and El Portal, from which point the park road leads to Yosemite at the head of

## THE NETHERLANDS OF CALIFORNIA

the Valley. This the Government has agreed to construct to meet the requirements of motor travel, and the club, with its characteristic enterprise, surveyed and hopes to raise funds to build the necessary connecting link following the Merced River Canyon. This route has been so carefully engineered that the maximum grade will not exceed five per cent. The state highway to Mariposa will not exceed three per cent and the government road in Yosemite has no steep grades. The trip will be an easy jaunt compared with the Coulterville and Big Oak Flat routes. The total distance is only eighty-eight miles as compared with one hundred and ten, and the low altitude of the proposed road—nowhere exceeding four thousand feet—will permit its use the year round. All of this is still prospect, but such is the California way of doing things that it is safe to say that the new route will be an accomplished fact within the next few years.

## XV

### SAN ANTONIO AND LA PURISIMA

Our return from Yosemite by the Merced Valley Railroad gave us even keener appreciation of the open car and the country road. The train consisted of only three or four cars, bringing the "observation" coach near enough the engine to get full benefit of the smoke and cinders, which were confined between the high walls of the canyon and drawn to the bottom by the rapid motion. The day was intolerably hot and no relief could be obtained by closing windows. It was down hill all the way and we swung around the turns so swiftly and frequently that we were thankful to escape seasickness. To cap it all, a railroad man with his wife and five children—evidently "dead-heads"—had taken possession of the best seats, and the people who paid were relegated to smaller chairs in the rear. So we were right glad to exchange the Yosemite Railway for the reliable old Forty and to register a vow that when we went to the valley again it would not be via railroad train.

I was amused at a bit of conversation which I overheard when leaving the train at the Southern Pa-

cific depot, illustrating the effect of the California microbe upon so many visiting Easterners. A gentleman wearing a light summer suit, a white hat and white shoes, and carrying a camera and golf bag—the very personification of a man who was enjoying life to the limit—was preparing to board the train.

“Well,” queried a friend who met him, “are you about ready to go back to Peoria?”

“Go back to Peoria!—go back to Peoria!! I’m never going back to Peoria if I live a hundred years. Say, do you know that I wouldn’t take all the Eastern States as a gift if I had to live in ’em, after having lived in California?”

A straight, level road runs from Merced to Fresno on the south, one of the finest links of the inland route of the new state highway. We found much of it under construction at the time and in passing around through the wheatfields we struck some of the deepest dust and roughest running that we found anywhere. We made up for it when we came back into the finished portion, which extended for several miles north of Fresno. It is a perfect road—concrete with a “carpet” of crushed stone and asphaltum rolled as smooth and hard as polished slate. It runs for miles through wheatfields, whose magnitude may be judged from the fact that we saw a dozen ten-mule teams ploughing one tract. Near Fresno we ran into the

## ON SUNSET HIGHWAYS

endless vineyards which surround the raisin town and which looked green and prosperous, despite the drouth which had nearly ruined the wheat. The raisin crop is one of Fresno County's greatest source of wealth, netting the growers over five million dollars yearly. The abundant sunshine makes the grapes too sweet for light wines, though there are several wineries producing the heavier quality, which is mostly shipped to Europe, where it is blended with lighter wine and comes back strictly an "imported product."

Fresno is one of the California wonder towns that doubled in population in the last decade, the census of 1910 giving it about twenty-five thousand. It claims forty thousand now, and few who drive about its streets and note its metropolitan appearance will be inclined to dispute the figures. The Hotel Fresno is an immense fireproof structure of marble and concrete that will compare favorably with the best hotels in many cities ten times as large as Fresno, and here on our first visit we proposed to stop for the night, but changed our plan when we found that a road out of the town crosses the mountain ranges to the sea. We had not forgotten our failure to see San Antonio and La Purisima on our upward trek—and determined to seize the opportunity to get back to the coast. Paso Robles seemed the only satisfactory stopping place for the following night, but if we stayed

in Fresno we could hardly hope to reach the "Pass of the Oaks" the next day. The road cuts squarely across the desert to Coalinga and we found ourselves wondering what kind of accommodations we should find at Coalinga. A garage man said he had been there once—a place of five hundred people, he guessed, and there was a pretty good boarding-house down by the depot. Not a very attractive prospect, to be sure, but Coalinga was the only town between Fresno and the mountains. It was some sixty miles distant, and by hitting a lively pace we could reach it by dark—if we had no ill luck.

For ten miles out of Fresno we followed Palm Drive—a splendid boulevard between rows of stately palms, the largest we had seen in California. At the end of the drive we turned sharply to the left following an unimproved road into the desert. This road is as level as a floor—a perfect boulevard in dry weather—though abandoned ruts indicated pretty heavy work after the infrequent rains. For the entire distance there was little variation; about midway we came to a green belt of pastures and trees along Kings River, and a new railroad was being built through this section. A native at a little wayside store—the only station on the way—told us that this desert land, counted worthless a few years ago, was now worth as much as twenty-five dollars per acre and that it was



## ON SUNSET HIGHWAYS

all capable of being farmed. It certainly did not look so; a white, alkali-frosted soil tufted with greasewood and teeming with jack-rabbits stretched away to distant hills on either side. The road meandered onward at its own sweet will and when it became too rough or dusty in spots it was only necessary to take another tack to have an entirely new boulevard. We did some lively going over the hard, smooth surface, which made forty miles seem a fairly moderate pace, but we were at a sore loss when we came to a branch road in the middle of the plain, with nothing to indicate which led to our destination. We had just decided to take the wrong one when an auto hove into sight and we paused to inquire.

"Straight ahead on the road, my brother; you can't miss it now and when you get to Coalinga go to Smith's garage, and God bless you."

We concluded that we must have run across a peripatetic evangelist, but when we went to Smith's garage—only it wasn't Smith's—after dinner to get an article from the car, we found our pious friend manager of the place.

As we came near the range of brown hills beneath which the town lies, we saw a row of oil-derricks running for miles along the side of the valley, for here is the greatest oil-producing section of California. The oil fields have made Coalinga, which we were sur-

prised and pleased to find a live-looking town of six or seven thousand people, with an excellent modern hotel quite the equal of the best country town hosteleries.

Coalinga is full of California "boost"; our friend at the garage endeavored to enlist our sympathies in a movement to put the town on the state highway map—though I failed to see how we could be of much use to the enterprise.

"O, a word from tourists always helps, my brother. You can write a letter to the commissioners and tell them that we need the road and I reckon you'll know that we need it if you cross the hills to King City, as you propose. You'll find it something fierce, I can promise you; crooked, rough, stony, steep—lucky if you get through without a breakdown. There are one hundred and fifty fords in the sixty miles—no, I don't mean Ford automobiles, but creeks and rivers. It's shoot down and jump out of most of them, and the sharp stones won't help your tires any, either. There are some grades, too, I want to tell you, but your rig looks as if they wouldn't worry her much. But when you get across, write a line to the commission and tell them something about it. So long! God bless you all."

When we waved our pious monitor adios and resumed our journey, it was still early morning. Of

## ON SUNSET HIGHWAYS

course we took the one hundred and fifty fords as a pleasant bit of exaggeration—we couldn't use a stronger term in view of our friend's evident piety; but we found, in slang parlance, that his statement was literally "no joke." We kept count of the times we crossed streams of running water and there were just one hundred and eighteen, and enough had dried up to make full measure for Mr. Smith's estimate, with a few to spare. And fearfully rough going it was—sharp plunges down steep banks, splashing through shallow streams, over stones and sand, and wild scrambles up the opposite side, an experience repeated every few minutes. At times the trail followed the bed of a stream or meandered closely along the shores, never getting very far away for the first dozen miles. Then we entered a hill range, barren at first, but gradually becoming wooded and overlooking long valleys studded with groups of oak and sycamore, with green vistas underneath. There was some strenuous work over the main mountain range, where the road was a narrow shelf cut in solid rock, with a precipice above and below. It had many heavy grades and sharp, dangerous turns; we all breathed a sigh of relief when we found ourselves in the valley on the western side of the range. Here were more streams to be forded—one of them a sizable river, which we crossed several times.

At last we came out into the King City highway and paused a moment to look ourselves over. The car was plastered with sand and mire from stem to stern; tires had suffered sadly from the rocky bottoms of the streams, and a front spring was broken. We agreed that crossing from Coalinga to King City was an experience one would hardly care to repeat except under stringent necessity.

The run to King City, after we had left the hills, was easy, enabling us to make up somewhat for the time consumed in crossing the range. A flock of more than two thousand sheep, driven along the highway, impeded our progress for half an hour and served to remind us of one of the great industries of the Salinas Valley.

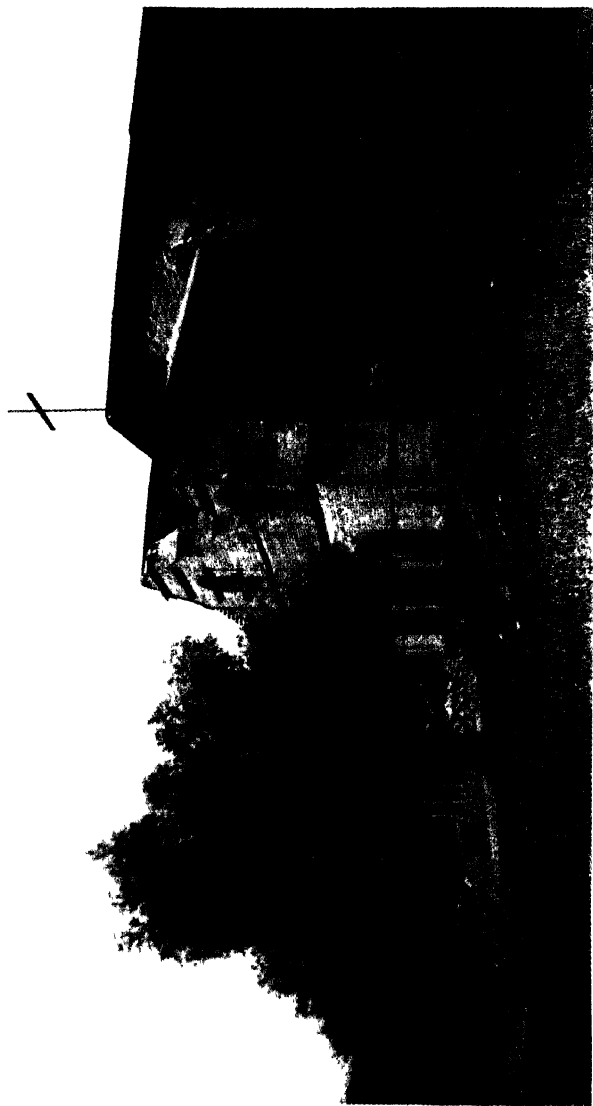
A little foraging about King City provided a passable luncheon, which we ate under one of the mighty oaks at the foot of Jolon grade. In repassing this road, we were more than ever impressed with the beauty of the trees; thousands of ancient oaks dotted the landscape on either hand, some standing in solitary majesty and others clustered in picturesque groups. Dutton's Hotel at Jolon is nearly a century old, portions of it dating from mission days, and the proprietor is an enthusiast on historic California, having collected a goodly number of old-time relics in a little museum just across the road from the inn. Most

## ON SUNSET HIGHWAYS

of these came from San Antonio and the inn-keeper is anxiously looking forward to the day when he can return these treasures to the restored mission—though this, alas, does not appear to be in the near future.

It was to visit this ruin, which we missed on our northward trip, that we crossed the desert and mountains from Fresno to King City. It is one of the remotest and loneliest of the chain, the nearest railway station being King City, forty miles away. It stands six miles west of Jolon and we followed a rutty trail, deep with fine, yellow dust which rolled in strangling clouds from our wheels. But a lovely country on either hand glimmered through the dust haze, and in the pleasantest spot at the head of the wide valley stood the brown old ruin of San Antonio Mission. Behind it towered the high blue peaks of the Santa Lucias, the only barrier remaining between the valley and the sea, while the windowless, burnt-brick fachada fronted upon a wide meadowland, dotted with glorious oaks and gnarled old willows, stretching away to the dim outlines of the distant hills.

It was one of the most delightful sites we had yet seen, and the ruin had a certain melancholy picturesqueness peculiar to it alone. Like so many of its contemporaries, it suffered severely from earthquakes; about twenty-five years ago the roof fell and the shattered walls would soon have followed had not an



SAN ANTONIO DE PADUA  
From Photograph by Dassonville



enthusiastic lover of the old order of things—a gentleman of Spanish descent residing near Jolon—undertaken at his own time and expense to clear away the debris and protect the ruin against farther onslaughts of the weather. A shingle roof was built covering the entire church and the original tiles were piled inside. The fachada, built of burnt brick, with three entrances and three belfries, is one of the most charming bits of mission architecture still remaining and is happily almost intact. Portions of the long cloisters are still standing—enough to furnish the motif for a complete restoration, and with adequate funds it would not be a difficult matter to restore San Antonio Mission Church to its former state.

Inside, the church was quite denuded; birds and squirrels had found a convenient home and flitted or scampered about as we entered. A huge gray owl flapped heavily out of an empty window and everything combined to impress upon us the loneliness and isolation of this once rich and prosperous mission. In one corner we descried the huge cast-iron community pot which might hold a hundred or two gallons and which once contained food for the unmarried folk among the Indians—the married had to do their own cooking. Inside the dismantled chancel were the graves of the first four missionaries of San Antonio, still the objects of reverent remembrance by the only Indian family of the vicinity.



## ON SUNSET HIGHWAYS

Out of the church we came into the ancient patio, marked by crumbling arches and shapeless piles of adobe. Here a few scraggly rose bushes—descendants of those which once ornamented the garden of the padres—bloomed in neglected corners, and two old olives still defied time and weather. It was a quiet spot; its silence and loneliness were almost oppressive; but we soon heard sounds from beyond the wall and found two Mexicans digging a grave, for burials are still made in the old cemetery. A little way to the rear San Antonio Creek—now a trickling thread of water—winds through a fringe of ancient willows, and cattle were pasturing quietly in the shade. One can not escape the spell of the ruin and its surroundings. It is no wonder that an appreciative historian of the California missions declares that San Antonio appeals to him as do none of its rivals, that—"There is a pathetic dignity about the ruin, an unexpressed claim for sympathy in the perfect solitude of the place that is almost overpowering. It stands out in the fields alone, deserted, forgotten." True, he wrote before the coming of the motor, which is doing something to rescue San Antonio Mission from complete oblivion; but the Mexican grave-digger said that even motor visitors were not frequent. Evidently many of the wayfarers on El Camino Real do not consider the twelve-mile

## SAN ANTONIO AND LA PURISIMA

detour worth while; but we would count ourselves well repaid had it consumed an entire day instead of an hour or two. If San Gabriel and Dolores may be compared as tourist shrines to Melrose and Dryburgh, surely San Antonio may vie in sentiment and charm with some of the out-of-the-way and lesser-known abbeys of Britain such as Glenluce or Calder. In this quiet and isolated spot there is hardly field for it as a church institution and restoration will have to be done by individuals or by the state. It would be a pity to allow this delightful example of early mission architecture to fall into the hopeless ruin of Soledad or La Purisima.

San Antonio has the added charm of being one of the oldest of the California missions. It was the third of the series, its foundation closely following that of Monterey. Serra himself, assisted by Pieras and Sitjar, conducted the ceremonies of consecration which took place July 14, 1771. One lone Indian was present on the occasion, but others were brought in before the day closed and the relations of priest and natives were harmonious from the start. San Antonio throughout its career was remarkably free from strife and trouble; the natives were industrious and peaceful and gladly joined in the work of building and tilling the soil. The first church was completed two years after the foundation, and as late as 1787 was

## ON SUNSET HIGHWAYS

regarded as the best in California. The present church was begun in 1810 and dedicated a few years later. It is of adobe excepting the fachada of burnt brick, whose perfect condition makes us regret that the whole mission could not have been built of the same enduring material. The greatest Indian population was thirteen hundred and nine in 1805, which had declined to two hundred and seventy in 1834, the year of secularization. In 1843 it was restored to the church and nominally occupied until about thirty years ago. At that time the buildings were in a fair state and the present ruin was wrought chiefly by earthquake.

Pausing a moment for one more survey of the lovely valley and with a lingering look at the romantic old ruin over which the shadows of evening were beginning to lower, we were away for Paso Robles, which we reached before nightfall.

We retraced our way over Camino Real on the following morning as far as Santa Margarita, from whence we diverged to the coast road. For on our outward journey we had missed another of the missions—La Purisima, situated a few miles from Lompoc. The road which we followed out of Santa Margarita was unmercifully rough and a fierce wind from the sea blinded us with clouds of dust and sand. We were glad when we reached the shelter of the

giant hills, just beyond which lay the object of our pilgrimage. The ascent seemed almost interminable; the yellow road swept along the hillsides, rising steadily in long loops which we could see winding downward as we looked back from the summit. The grade was not heavy, but continuous; the descent was shorter and steeper and we dropped quickly into the pleasant valley of the Santa Ynez, where stands the isolated village of Lompoc.

A few miles out of the town we beheld the object of our search—the lonely ruin of La Purisima Concepcion, standing at some distance from the highroad, surrounded by a wide wheatfield. A narrow lane, deep with dust and sand, almost impassable in places, led to the melancholy old pile, which we found even more dilapidated than San Antonio. It is little more than a heap of adobe, and the rent and sundered walls show plainly the agency of the earthquake—the deadly foe of the California missions. The winter rains have wrought havoc with the unroofed walls; only one or two window openings remain and the outlines of a single doorway may still be seen. The most striking feature is the row of twenty square filleted pillars gleaming with white plaster, the corners striped with still brilliant red. These formed a long arcade from which there must have been a glorious view of wooded valley and rugged hills when the good old

## ON SUNSET HIGHWAYS

padres conned their prayers in its shady seclusion. There is hardly enough to give an adequate idea of the plan of the structure when at its best—little is left of the church except its foundation, but it seems to have been quite unique in design. The old tiles that once formed the roof are piled near by—but there is little hope that they will ever be used in the restoration of La Purisima Concepcion. About thirty years ago Helen Hunt Jackson visited the mission and found the dormitory building standing and used as a sheepfold. The church then showed traces of its ancient decorations and the pulpit and altar rail were still in place, though in sad disrepair. The condition of the ruin to-day shows how rapid has been its decay since that time and it is safe to say that unless something is done to protect it, all traces will have vanished in another quarter century.

The mission which we visited was not the original La Purisima; of this only a few earthen heaps remain. The date of its foundation was December 8, 1787, and the ceremonies were conducted by Padre Lasuen, who has so many missions to his credit. The success of the new venture was phenomenal—in less than twenty years the population numbered over fifteen hundred and the mission was rich in live stock and other property. This prosperity received a sad check from the great earthquake of 1812, which totally de-



RUINS OF LA PLUMIN  
From Photograph by Dassonville



stroyed the buildings, leaving the people homeless at the beginning of an unusually wet and cold winter. Then it was that the original site was abandoned and the erection begun of the buildings which I have described. The Indians were intelligent and industrious and worked hard to rebuild the mission and their homes, which had also been destroyed. An extensive irrigation scheme was devised and carried out, but a series of misfortunes prevented the return of former prosperity. Plague decimated the cattle and sheep, and fire destroyed the neophytes' quarters in 1818. In 1823 the revolt at Santa Barbara spread to Purisima, and several Indians and Spanish soldiers were killed before quiet was restored. Under such depressing influence the population steadily declined and numbered but four hundred at secularization in 1835. After the looting was completed the property was turned back to the church in 1843, but a year later an epidemic of smallpox practically wiped out the scanty remnants of the Indian population. From that time the mission was abandoned and uncared for, gradually falling into ruin, and its melancholy condition to-day is the result of seventy years of decay and neglect.

Leaving Lompoc, we followed the Santa Ynez River for several miles. The road winds among the splendid oaks which overarch it much of the way and



## ON SUNSET HIGHWAYS

finally joins the main highway at the top of Gaviota Pass. It seldom took us out of sight of the river, though in places it rose to a considerable distance above the stream which dashed in shallow rapids over its stony bed. The last few miles were a steady climb, but there was much sylvan beauty along the way—wooded slopes dropped far beneath on one hand and rose high above us on the other. Through occasional openings in the trees we caught long vistas of hills and valleys, now touched with soft blue shadows heralding the approach of evening. From the summit of Gaviota the long winding descent brought us to the broad sweep of the sunset sea, which we followed in the teeth of a high wind to Santa Barbara, where the Arlington afforded a welcome pause to a strenuous day.

Just across the bridge a few miles out of Ventura we noted a sign, "To Nordhoff," and determined to return to Los Angeles by this route. It proved a fortunate choice, the rare beauty of the first twenty miles atoning for some rough running later. For the entire distance we closely followed the Ventura River, a clear, dashing mountain stream bordered by hundreds of splendid oaks whose branches frequently met over our heads. We crossed the stream many times, fording it in a few places, and passed many lovely sylvan glades—ideal spots for picnic or camp.

## SAN ANTONIO AND LA PURISIMA

Along the road were water tanks to supply the sprinklers, which kept down the dust during the rainless season, giving added freshness to the cool retreats along this pleasant road. Nordhoff is a lonely little town of two or three hundred people, set down in the giant hills surrounding it on every hand. Four or five miles up the mountainside is Matilija Hot Springs, with a well-appointed resort hotel, a favorite with motorists, who frequently come from Los Angeles to spend the week-end.

Out of Nordhoff we climbed a stiff mountain grade on the road to Santa Paula, which we found another isolated little town at the edge of the hills. From here we pursued a fairly level but rough and sandy road to Saugus, a few miles beyond which we came into the new boulevard leading through Newhall Tunnel to San Fernando. An hour's run took us into the city, just two weeks after our departure, and our odometer indicated that we had covered some two thousand miles during that time.

A year later, on our return from the north, we pursued the "Inland Route" by way of Bakersfield and the Tejon Pass. This route has been finally adopted by the State Highway Commission, but at the time of our trip little had been done to improve the road north of Saugus, thirty miles from Los Angeles. It certainly was in need of improvement, as the notes set down in my "log book" testify. Concerning our

## ON SUNSET HIGHWAYS

run between Fresno and Bakersfield I find the following comment:

"A day on rotten roads—hardly a decent mile between the two towns. We followed the line of the Southern Pacific for the entire day over a neglected, sandy trail, with occasional broken-up oiled stretches. Towns on the way were little, lonely, sandy places, unattractive and poorly improved. No state highway completed, though some work was in progress in Kern and Fresno Counties, making several detours necessary—not a mile free from unmerciful jolting."

And here I might remark that had we taken the longer route from Goshen to Delano by the way of Visalia and Portersville, we might have avoided forty miles of the roughest road. The highway is to make this detour; but there was no immediate prospect of building it at the time of our trip, as Tulare County felt too poor to buy the bonds.

For several miles out of Fresno we ran through vineyards and orchards, passing two or three large wineries not far from the road. A narrow belt of grainfields and meadows succeeded, but the country gradually became poorer until we found ourselves in a sandy desert whose only vegetation was a short red grass with barbed needles which stick to one's clothing in an annoying manner.

Maps of California usually show Lake Tulare as a considerable body of water, twenty to thirty miles

## SAN ANTONIO AND LA PURISIMA

in diameter, lying a few miles west of the town. They told us at Tulare that the lake had practically disappeared, a good part of its bed now being occupied by wheatfields. Dry weather and the diversion of water for irrigation have been the chief factors in wiping out the lake, which was never much more than a shallow morass.

Beyond Tulare we again came into a sandy, desert-looking country and were astonished to see billboards in one of the little towns offering "bargains in land at one hundred and thirty-five dollars per acre"—to all appearances the country was as barren and unpromising as the Sahara, but no doubt the price included irrigation rights. Along this road we noticed occasional groves of stunted eucalyptus trees, neglected and dying in many instances. It occurred to us that these groves were planted by the concerns which sold stock to Eastern "investors" on representation that the eucalyptus combined all the merits to be found in all the trees of the forest. The fact is that it is not fit for much and the "fly-by-night" concerns disappeared as soon as they had pocketed the cash, leaving their victims to bemoan "another California swindle."

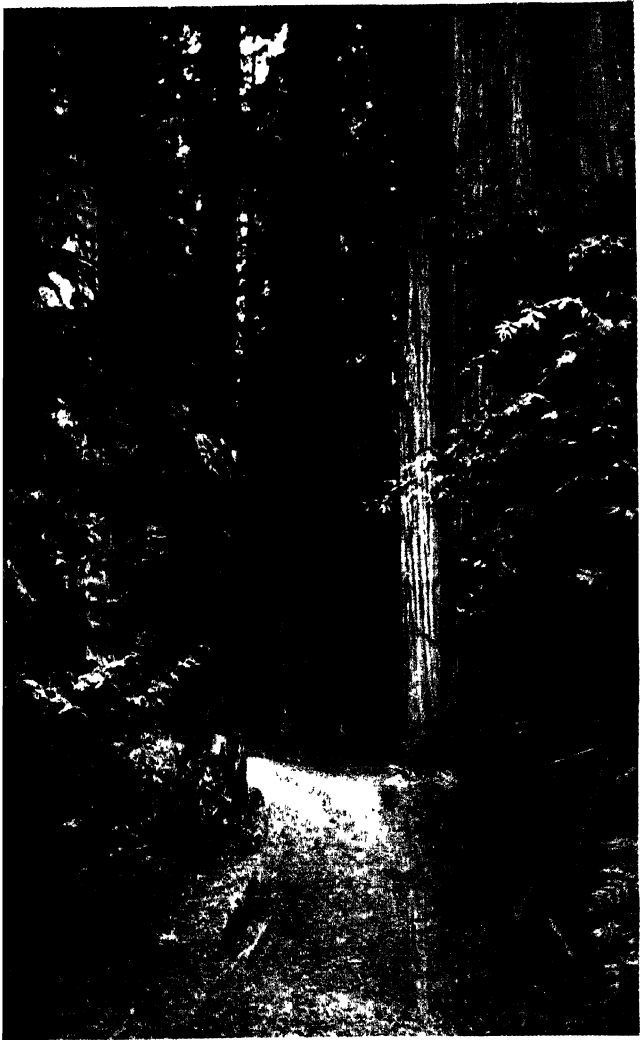
While the country was mostly flat and uninteresting, the scene was varied by the dim ranks of the Sierras far to our left all day long—always dominated by one lone, snow-capped summit rising in solemn

## ON SUNSET HIGHWAYS

majesty above the blue shadows that shrouded the lower ranges. It was Mount Whitney, the highest peak within the limits of the United States, with an altitude of fifteen thousand feet above sea level. A road leads well up the slopes of the mountain and from its termination one may ascend in three hours by an easy trail to the summit, which affords one of the grandest views on the American continent.

In this same vicinity, about twenty-five miles east of Visalia, are Sequoia and General Grant National Parks, each of which has a grove of redwoods, and the former is said to be the most extensive in the state. It has one tree, the General Sherman, which contests with the Grizzly Giant of Mariposa for the honor of being the largest living tree in the world, being eighty feet in circumference one hundred feet from its base. In all there are over three thousand trees in this grove which measure forty-five feet or more in circumference. Both of these parks are easily reached by motor from Visalia.

We reached Bakersfield weary enough to wish for the comforts of a Del Monte, but found the New Southern far from the realization of our desires. It was "new" in name only—apparently an old building with furnishings and service far below the California standard for towns like Bakersfield, a live-looking place of fifteen thousand people. It is the center of



A ROAD THROUGH THE REDWOODS  
From Photograph by Pillsbury



## SAN ANTONIO AND LA PURISIMA

an oil-producing section and has considerable whole-sale trade.

A few miles out of town, on the Tejon route, we found ourselves again in the desert and ploughed through several miles of heavy sand before reaching the hill range to the south. There were no houses or people for many miles, the only sign of civilization being an oil-pumping station near the foothills. We beheld a wide stretch of sandy country, dashed with red and purple grasses and occasional wild flowers. To the south and east lay the mottled hill ranges, half hidden by dun and purple hazes and cloud-swept in places. Before us rose a single snow-capped peak and as we ascended the rough, winding grades of Tejon Pass, we were met by a chilly wind which increased in frigidity and intensity until we found need for all the discarded wraps in the car. Some distance from the foot of the grade we came to Neenach Post Office, which proved only a small country store, and beyond this were long stretches of sandy desert dotted with cacti and scrub cedars and swarming with lizards and horned toads. The cactus blooms lent a pleasing bit of color to the brown monotone of the landscape—myriads of delicate yellow, pink, red, and white flowers guarded by millions of needle-like spines.

The desert road continued for fifty-miles—deep sand and rough, broken trails alternating with oc-



## ON SUNSET HIGHWAYS

casional stretches of easy going over smooth sand packed as hard as cement. As we came to Palmdale, a lonely little town marking the terminus of the railroad, we noted frequent cultivated fields which showed the fertility of this barren desert when irrigated. From Palmdale we proceeded to Saugus through Mint Canyon, since the San Francisquito and Bosquet routes—both shorter—were closed by wash-outs. We found the state highway completed to Saugus; the village showed many improvements and had a decidedly smarter appearance than two years previously—a result that will no doubt follow in all the little towns when the highway reaches them. Near Saugus we passed over the great Owens River Aqueduct, a near view giving us a better conception of the giant dimensions of the iron and cement tubes carrying the water supply to Los Angeles. From Saugus it is an easy jaunt of thirty miles to Los Angeles over one of the finest boulevards leading into the city.

We agreed that while the trip over the "Inland Route" from Fresno was interesting and well worth doing once, we would not care to repeat it under such conditions except upon actual necessity. When we are ready to go again we hope to find that the new highway has replaced the terrible old trails which served for roads the greater part of the three hundred miles of the run.





# INDEX

## A

Aguanga, 155.  
 Altadena, 50.  
 Altamont, 336, 338.  
 Alvarado, Gov., 254, 279.  
 American River, 339.  
 Antioch, 323.  
 Arlington Hotel, Santa Barbara, 199-200, 362.  
 Arrowhead Mountain, 46, 91-92.  
 Arroyo Grande, 229.  
 Asti Colony, 320-321.  
 Automobile Club of Southern California, 7-10, 115, 140, 155-156, 344.  
 Avalon, 38-43, 266.  
 Azusa, 88.

## B

Bakersfield, 363, 364, 366.  
 Balboa Beach, 37.  
 Banning, 140.  
 Bay City, 37.  
 Benicia, 322.  
 Beverly Hills, 22-23.  
 Blavatsky, Madame, 131.  
 Bonsal, 107, 157.  
 Borica, Gov., 220.

Bosquet, 368.  
 Bottle Glass Mountain, 316-317.  
 Box Springs, 103.  
 Bradley, 238.  
 Brawley, 140, 150.  
 Broughton, 342.  
 Buckler, Father, 220-225.  
 Burbank, 57.  
 Burbank, Luther, 308.  
 Busch Gardens, 59.  
 Byron Hot Springs, 323.

## C

Cabrillo, Juan, 63, 64.  
 Cahuenga Pass, 57, 193.  
 Calabasas, 51, 55, 193.  
 Calxico, 149-150.  
 California Delta Farms Assn., 327, 331, 332.  
 "California Sketches," 263.  
 Calistoga, 319.  
 Campo, 141-143, 151.  
 Canejo Pass, 193-194.  
 Carmel-by-the-Sea, 259, 262, 264.  
 Carmel Mission, 257-264, 270.  
 Carnegie Solar Observatory, 46, 48.

# INDEX

Carpinteria, 198.  
 Carson, Kit, 152, 251.  
 Casitas Pass, 196-197, 212.  
 Catalina Island, 27, 48, 272.  
 Cathay Valley, 344.  
 Cilly, Dahant, 178.  
 Claremont, 89.  
 Clark & Sons, Alvan, 292.  
 Clear Lake Valley, 16, 311-315.  
 Clifton, 37.  
 Cloverdale, 310.  
 Coalinga, 349-351, 353.  
 Colton Hall, 254.  
 Colton, Walter, 254.  
 Concord, 323.  
 Corona, 103.  
 Corona Del Mar, 37.  
 Corona Del Monte, 269-270.  
 Coronado Hotel, 98, 115, 120-123, 127, 153, 315.  
 Court Royal, 37.  
 Coyote Wells, 139, 145-146.  
 Cuyamacas, 173.  
 Cypress Point, 267-268.

## D

Dana, Richard Henry, 184, 209, 259.  
 Dante, 211, 267.  
 Del Mar, 98, 113, 125, 169-176.  
 Del Monte Hotel, 2, 98, 244-249, 259, 269, 272, 274, 315, 366.  
 Descanso, 141, 142.  
 Diabolus, Mount, 324.  
 Dixieland, 140, 146-147.

Dolores Mission, 357.  
 Doyle, Father, 109-112.  
 Drake, Sir Francis, 64.  
 Dublin, 336-337.  
 Dulzura, 141.  
 Dumbarton, 275.

## E

Eastlake, 59.  
 El Cajon, 119.  
 El Camino Real, 116, 159, 167-168, 176, 178, 184, 188, 192, 215, 301, 356, 358.  
 El Centro, 137, 140, 148-149.  
 El Monte, 59.  
 El Paso de Robles, 16, 232-233, 348-349, 358.  
 El Pismo, 229.  
 El Portal, 342, 344.  
 Elsinore, 103-106.  
 El Toro, 35, 187.  
 Elysian, 59.  
 Encinitas, 176.  
 Englehardt, Father Zephyrin, 204-206.  
 Escondido, 112-113, 173.  
 Estudillo Mansion, 125-126.  
 Evans, "Fighting Bob," 120, 256.

## F

Fall Brook, 157.  
 Folsom, 340.  
 Fontana Orchards, 89.  
 Fort Rosecrans, 128-129.  
 "Franciscan Missions of California," 204.

# INDEX

Fremont, Gen. John C., 84, 270, 279-280, 282, 307.  
 Fremont Peak, 270.  
 Fresno, 347-349, 354, 368.

## G

Gaviota Pass, 215, 219, 226, 362.  
 Geysersville, 310.  
 Glendale, 50, 58, 78.  
 Glenwood Mission Inn, 90, 93-94, 97-100, 102, 236.  
 "Glimpses of California," 260.  
 Gonzales, 243.  
 Grant Hotel, U. S., 115.  
 Grant National Park, Gen., 366.  
 Great Bear Lake, 93.  
 Griffith Park, Los Angeles, 58-59.  
 Grosmont, 119-120, 127.

## H

Halleck, Gen., 252.  
 Hamilton, Mount, 48, 288-293, 300.  
 Harrison, Mrs. Benjamin, 203.  
 Harte, Bret, 319.  
 Haywards, 336.  
 Healdsburg, 309.  
 Hemet, 155-156.  
 Hermosa, 30, 37.  
 Highlands, 102.  
 Highland Springs, 311.  
 "History and Romance of California," 210.

Hollywood, 22-24, 44-45, 57, 192.  
 Hope Ranch, 214.  
 Hughson Hotel, Modesto, 343.  
 Huntington, 37.

## I

Imperial Valley, 16, 133-150.  
 Indian Valley, 238.

## J

Jackson, Helen Hunt, 125, 165, 260, 263, 360.  
 James, George Wharton, 84, 234, 303.  
 Jamul, 141.  
 Jayme, Father, 116.  
 Jolon, 238, 239, 353, 355.  
 Jonson, Ben, 175.

## K

Keith, William, 254.  
 Kelseyville, 316.  
 King City, 239, 351, 353-354.  
 Kings River, 349.

## L

La Canada, 58.  
 La Crescenta, 57.  
 La Jolla, 16, 113, 168, 175.  
 Lakeport, 311-314, 316.  
 Lakeside, 141-142.  
 Lakeside Inn, 118-119.  
 Lakeview Hotel, 105.  
 La Mesa, 119.

# INDEX\

- Landmarks Club, 110, 306.
- Lankershim, 56, 193.
- La Purisima Concepcion Mission, 223, 239, 284, 357, 348, 358-361.
- Larkin, Thos., 252.
- Lasuen, Father Francis, 83, 237, 242, 261, 263, 278, 284, 295, 360.
- Laurel Canyon, 45.
- Lick, James, 292-293.
- Lick Observatory, 48, 288-293, 300.
- Lilac, 112.
- Lind, Jenny, 256.
- Livermore, 338.
- Livingston, 342.
- Lobos, Point, 262, 264, 271.
- Loma, Point, 72, 126-132.
- Lompoc, 239, 358-359, 361.
- Long Beach, 24-26, 285.
- Longpre, Paul de, 23-24.
- Lookout Mountain, 44-45, 48.
- Los Angeles, 1-4, 7-8, 10-13, 17, 37, 38, 44, 48, 49, 63, 65, 68, 87, 103, 192, 368.
- Los Gatos, 287.
- Los Olivos, 214, 217, 225-227.
- Louise, Princess, 203.
- Matilija Hot Springs, 363.
- Mattel's Tavern, 226-227.
- Mecca, 140.
- Merced, 341-344, 347.
- Merced River, 342, 343.
- Merritt, Ezekial, 307.
- Mesa Grande, 154.
- Mexicali, 149.
- Middletown, 316-317.
- Miller, Frank, 68-69, 97-99, 236.
- Miller, Joaquin, 245.
- Mint Canyon, 368.
- Miramar, 113.
- Miramar Hotel Colony, 207-208.
- Mission Peak, 295.
- Mission San Jose, 288, 294-296.
- Modesto, 342-344.
- Modjeska, Helena, 34-35.
- Morovia, 60, 87-88.
- Montecito, 211.
- Monterey, 16, 65, 71, 72, 116, 175, 244-273, 280, 307.
- Moran, Thos. 268.
- Mountain Spring, 139, 144, 151.
- Muirhead, Dr., 247, 248.
- Muir, John, 210.

## M

- McGroarty, John S., 69, 172-173, 210.
- Malibu Rancho, 52.
- Manhattan, 30.
- Martinez, 323.

## N

- Napa, 339.
- Napa Valley, 16, 309, 316.
- Naples (Los Angeles Co.), 26-27.

## INDEX

- Naples, (Santa Barbara Co.), 217-218.  
 National Soldiers' Home, 21-22.  
 Native Sons of the Golden West, 251, 294.  
 Neenach Post Office, 367.  
 Newport Beach, 31, 36-38.  
 New River, 137, 147-148.  
 Nevin, Father, 234-236, 239.  
 Nilands, 149-150.  
 Niles, 336, 337.  
 Nordhoff, 362, 363.
- O**
- Oak Grove, 155.  
 Oakland, 336.  
 Ocean Park, 19.  
 Oceanside, 177-178, 183.  
 O'Keefe, Father, 181-182, 205-206.  
 "Old Baldy," 87-88.  
 "Old Missions of California, The," 84.  
 Orange, 33-34.  
 O'Sullivan, Father St. John, 185-187, 190-191.  
 "Our Lady of the Solitude" Mission, 239-243.  
 Owens River Aqueduct, 56, 83, 368.  
 Oxnard, 195.
- P**
- Pacific Grove, 266.  
 Pala, 106-111, 156-157.  
 Pala Mission, 109-111.  
 Palatingwa Indians, 111.
- Palmdale, 368.  
 Palm Springs, 140.  
 Palo Alto, 298-301.  
 Palomar, Mount, 157, 173.  
 Pasadena, 1, 45, 46, 48, 59, 60.  
 Paso Robles, 16, 232-233, 348-349, 358.  
 Pebble Beach, 269.  
 Perris, 103.  
 Petaluma, 304.  
 Peyri, Father, 109.  
 Pieta Station, 310-311, 313.  
 Playa del Rey, 30, 37.  
 Pleasanton, 336, 338.  
 Point Lobos, 262, 264, 271.  
 Point Loma, 72, 126-132.  
 Pomona, 103.  
 Port Costa, 322.  
 Portola, 70-71.
- Q**
- "Quo Vadis," 35.
- R**
- Ramona, 152-153, 154.  
 "Ramona," 106, 125-126, 165, 260.  
 Redlands, 16, 56, 96, 101-102.  
 Red Mountain, 107.  
 Redondo, 28-30.  
 Revere, Lieut., 307.  
 Riverside, 16, 56, 87, 93-101, 105, 112, 156.  
 Rogers, Robert Cameron, 209.  
 Roosevelt, Theodore, 136.



## INDEX

Rubidoux Mountain, 95-97.  
 Russian River, 314.  
 Russian River Valley, 309.

### S

Sacramento, 307, 339-341.  
 Sacramento River, 133, 322,  
 338-341.  
 Saint Helena, Mt., 46, 317,  
 319-320, 321, 322.  
 Saint Joseph's School, 258.  
 Salinas, 244, 274, 275, 276.  
 Salinas River, 233, 237-238.  
 Salinas Valley, 16, 242, 353.  
 Salton Sea, 135-136, 140,  
 147.  
 San Antonio Mission, 65,  
 100, 239, 279, 348, 354-  
 358, 359.  
 San Antonio, Mt., 87-88, 173.  
 San Benito Hills, 274.  
 San Bernardino, 89-90, 92,  
 96, 134, 140.  
 San Bernardino, Mtns., 132,  
 173.  
 San Buenaventura Mission,  
 83, 195-196.  
 San Carlos Borromeo Mis-  
 sion, 74, 250, 357.  
 San Carlos Church, 257-258.  
 San Clemente, 173.  
 Sandham, Henry, 260.  
 San Diego, 6, 16, 27, 63, 64,  
 70, 103, 112, 115-132,  
 139-140, 153, 161, 168,  
 280.  
 San Diego Back Country,  
 141, 150-158.

San Diego Mission, 116-118.  
 San Diego River, 118.  
 San Dieguito, 173.  
 San Fernando, 56, 79, 363.  
 San Fernando Rey de Espana  
 Mission, 65, 77, 79-85,  
 162, 192, 193.  
 San Fernando Valley, 55, 56,  
 57, 83, 193.  
 San Francisco, 2, 6, 15,  
 301, 303.  
 San Francisco de Asis Mis-  
 sion, 192.  
 San Gabriel, 45.  
 San Gabriel Archangel Mis-  
 sion, 65-77, 83, 91, 116,  
 192, 357.  
 San Gabriel Mountains, 55.  
 San Gorgonio, Mt., 103.  
 San Jacinto, Mt., 103, 173.  
 San Joaquin Delta, 326-336.  
 San Joaquin Valley, 16, 321,  
 338.  
 San Juan Bautista Mission,  
 100, 274-279.  
 San Juan Capistrano Mission,  
 76-77, 184-191, 241, 275-  
 276.  
 San Jose, 283, 287-288.  
 San Jose, Mission, 288, 294-  
 296.  
 San Luis Obispo Mission,  
 229-232, 284.  
 San Luis Rey Mission, 109,  
 178-182, 204-206.  
 San Luis Rey River, 107,  
 156-157, 173.  
 San Mateo, 16.

## INDEX

- San Marcos Pass, 215, 217.**  
**San Miguel Mission, 233-237, 277.**  
**San Pasqual River, 152.**  
**San Pedro, 27-28, 38, 63.**  
**San Rafael Mission, 243, 284, 303-304.**  
**Santa Ana, 33, 36, 191.**  
**Santa Ana River, 93, 96.**  
**Santa Barbara, 15, 64, 196-213, 214-217, 285, 362.**  
**Santa Barbara Mission, 98, 100, 181, 199-206, 241, 284, 361.**  
**Santa Catalina Island, 27, 37, 38-43, 48, 173, 272.**  
**Santa Clara, 296-298.**  
**Santa Clara College, 296-297.**  
**Santa Clara Mission, 297-298.**  
**Santa Clara Valley, 193, 287, 289.**  
**Santa Cruz, 276, 280-285, 300.**  
**Santa Cruz (Island) 210.**  
**Santa Cruz Mission, 243, 284-285.**  
**Santa Cruz Mountains, 285, 289, 295.**  
**Santa Lucias Mountains, 354.**  
**Santa Margarita, 358.**  
**Santa Margarita Valley, 156.**  
**Santa Maria, 228-229.**  
**Santa Monica, 19-20, 51.**  
**Santa Monica Mountains, 20, 44, 53-55.**  
**Santa Paula, 363.**  
**Santa Rosa, 308-309.**  
**Santa Rosa (Island) 210.**  
**Santa Rosa Valley, 16.**  
**Santa Ynez, 217.**  
**Santa Ynez Canyon, 217.**  
**Santa Ynez Mission, 215, 219-225.**  
**Santa Ynez Mountains, 210, 217.**  
**Santa Ynez River, 22, 227, 361, 359.**  
**Santa Ysabel, 153, 156, 158.**  
**Saugus, 363, 368.**  
**Sausalito, 303.**  
**Sequoia National Park, 366.**  
**Serra, Father Junipero, 64-65, 71-77, 116, 124-125, 160, 189, 195, 205, 231, 249-251, 258, 261-262, 263, 265, 278, 357.**  
**Sevastopol, 308.**  
**Sherman, Gen., 252-253, 366.**  
**Sherman Institute, 94.**  
**Shima, George, 331-332.**  
**Ship Island, 39.**  
**Sierra Madre, 61.**  
**Silverado Canyon, 34.**  
**"Silverado Squatters," 317.**  
**Simonneau, Jules, 255.**  
**Sloat, Commodore, 250, 265.**  
**Smiley Heights, 101.**  
**Soledad, 239, 284, 357.**  
**Sonoma, 161, 192, 304-308.**  
**Soquel, 285.**  
**Spreckles, John D., 140.**  
**Squirrel Inn, 92-93.**

# INDEX

Stanford Jr. University, Le-  
land, 298-300.

Stanford, Leland, 265, 299-  
300.

Stanislaus River, 342.

Stevenson, Robert Louis,  
254-256, 267, 317-319.

Stockton, 322, 325-328, 336,  
338.

Stockton, Commodore, 325.

Stockton, Frank, 92.

Stoddard, Charles Warner,  
254.

Stratford Inn, 169-172, 175-  
176.

Summerland, 199.

Sunland, 57.

Superstition Mountains, 147.

Sutter, Gen. John H., 340.

## T

Tavenier, Jules, 254.

Taylor, Harold, 153.

Tejon Pass, 363, 367.

Temecula, 106, 125, 156.

Theosophical Institute, 128-  
132.

Tia Juana, 123-124.

Tingley, Katherine, 131, 199.

Topango Canyon, 51, 53.

Torrey Pines, 16, 169, 174-  
175.

Torrey, John, 169.

Tulare Lake, 364-365.

Tuolumne River, 342.

"Two Years Before the  
Mast," 184, 209.

## U

Upland, 89.

## V

Vallejo, Gov., 305, 308.

Valley Center, 112.

Vancouver, George, 263.

Van Nuys, 56, 193.

Venice, 3, 17-19, 25, 29, 30.

Ventura, 193-195, 362.

Verdugo Mountains, 58.

Visalia, 364, 366.

Viscaino, 64, 249, 251, 258,  
265.

## W

Walton, Izaak, 39.

Warner's Hot Springs, 153-  
155, 156, 157.

Warren's Ranch, 143.

Watson, William, 283.

Watsonville, 280.

Weber, Capt., 326.

Westlake, 59.

White, Stanford, 35.

White, Stewart Edward, 209.

Whitney, Mount, 366.

Whittier, John G., 31.

Wilson, Mount, 46-51, 61,  
87, 290.

"Winning of Barbara  
Worth," 137-138.

Wozencroft, Dr., 134.

Wright, Harold Bell, 137.

## Y

Yosemite Valley, 2, 10, 15,  
343-346.

Yuma, 140.

## Z

Zalvidea, Fray Jose, 187-  
188.

## Books by Thos. D. Murphy

---

### Three Wonderlands of the American West

(Second Revised Edition)

Splendidly illustrated with sixteen reproductions in colors from original paintings by Thos. Moran, N. A. and thirty-two duogravures from photographs, also three maps. 180 pages, tall 8vo. decorated cloth. Price (boxed) \$3.00 net. Carriage 30 cents extra.

In this volume Mr. Murphy turns to our own country and both text and pictures tell a story that may well engage the attention of any one interested in the beauty and grandeur of natural scenery. The book will come as a revelation to many who have had a vague notion that there may possibly be something worth seeing in America—after one has “done” Europe. The author himself admits of such skepticism before he made the tour described in the book. He says, “I found myself wondering if there could be such an enchanted land as Mr. Moran portrays—such a land of weird mountains, crystal cataracts and emerald rivers all glowing with a riot of coloring that seem more like an iridescent dream than a sober reality.”

A tour through the three wonderlands gives the answer—neither pen nor picture has ever told half the story. The sixteen illustrations from original paintings by Thomas Moran come nearer, perhaps, than anything excepting a personal visit in presenting to the eyes the true grandeur of the wonderlands described; and these are supplemented by thirty-two splendid photographs, reproduced in duogravure and printed in a rich shade of brown. These features make the book one of the most notable ever coming from the American press, and it will serve the purpose of a guide to intending visitors, as well as a beautiful and appropriate souvenir for those who have visited one or all of the wonderlands so graphically portrayed.

## British Highways and Byways From a Motor Car

(Third Edition)

With sixteen illustrations in color from original paintings by noted artists, and thirty-two duogravures from English photographs, also descriptive maps of England and Scotland. 320 pages 8vo, decorated cloth, gilt top. Price (boxed) \$3.00.

An interesting record of a summer motor tour in Great Britain by an American who took his car with him and drove over some thousands of miles of British roads. The tour includes the cities, towns and villages, the solitary ruins, the literary shrines, every cathedral in the Island and many of the quaintest and most fascinating out-of-the-way places not on the usual route of travel. A book of value to anyone contemplating a tour of Britain or interested in the country and its people.

## In Unfamiliar England With a Motor Car

(Second Edition)

A new book on England, with incursions into Ireland and Scotland. Splendidly illustrated with sixteen reproductions in color from original paintings by noted artists, including Moran, Leader, Bowman, Elias, Sherrin and others, and forty-eight duogravures from English photographs, illustrating many of the quaint places visited by the author. Also indexed map of England and Wales and map showing routes in Ireland and Scotland.

A chronicle of the extensive wanderings by motor car of an American in rural England and a record of his discoveries in the out-of-the-way corners of the Island; also of delightful incursions into Scotland and Ireland. It is a story redolent with the summer beauty of the loveliest countryside in the world, and is replete with the tales of lonely ruins, quaint old churches, historic manor houses and palaces; it takes one through

the leafy byways, into the retired country villages, and to many unfrequented nooks on the seashore. Particularly has the writer sought out the historic shrines in England of especial interest to Americans themselves, and his book is quite a revelation in this respect. The book has much of interest seldom noted in the literature of travel and will please alike the actual traveler or the reader who does his traveling in an easy chair by his own fireside.

## On Old-World Highways

A new book of motor travel, with sixteen reproductions in colors from original paintings by noted artists, including Moran, MacWhirter, Dobson, Tarbet, and others, and forty duogravures from photographs, illustrating many of the places visited by the author; also new maps of England, Scotland, France and Germany, covering the entire route. 388 pages, 8vo, decorated cloth, gilt top. Price (boxed) \$3.00 net.

This book deals first with an extended tour on the Continent—the vale of the Loire, the Chateau District, and many out-of-the-way towns are visited in France; Munich, Oberammergau during Passion Play year, and the famous Rhine River trip are among the points of interest covered in Germany. A run through Luxemburg and Northern France takes the tourist back to Boulogne.

The remainder of the volume covers rambles in "Odd Corners of Britain," concerning which the author declares: "I make no apology for the fact that the greater bulk of the present volume deals with the Motherland, even if its title does not so indicate. Her romantic charm is as limitless as the sea that encircles her. Even now, after our long journeyings in every corner of the Island, I would not undertake to say to what extent we might still carry our exploration in historic and picturesque Britain."

Of Mr. Murphy's motor travel books dealing with Great Britain, the Royal Automobile Club Journal speaks the following commendatory words:

### England Through American Eyes

A member of the Automobile Club of America, who is also an Individual Associate of the Royal Auto-

bile Club, Mr. Thomas D. Murphy, has for several years past spent two or three months in touring in his car throughout the United Kingdom, and the result has been the publication in America of two books, one entitled, 'British Highways and Byways from a Motor Car,' and the other, 'In Unfamiliar England.'

"In the former Mr. Murphy deals, in a most readable and attractive style, with many of the better known places of interest in our country; but in his book entitled 'In Unfamiliar England,' the author describes many out-of-the-way places which are totally unknown to the average English motorist, and even to people who pride themselves upon a knowledge of their own country. A short time ago the Touring Department received an inquiry from a member of the Club concerning an old building in the Eastern Counties; wished to know the exact position of the place, also whether it was open to the public. A diligent search was made through all the usual books of reference, and no trace of it could be discovered. As a last resource Mr. Murphy's book was consulted, and not only was the exact information required obtained, but in addition an excellent illustration of the building was found. It seems curious that the Touring Department should have to consult a book written by an American in order to obtain information about an interesting spot in this country.

"The writing of a motoring guide book is a very difficult matter, and the majority are either crammed with information and very unreadable, or else they are written in a very personal manner which becomes rather irritating to the person who wishes to obtain information from them. It is an exceedingly difficult matter to combine road information, historical facts, and interesting legends, in such a manner that the dry sections are not so numerous as to make the book wearisome and the lighter sections not so drawn out as to make the reading matter trivial. We should imagine that it is much easier to write an ordinary novel than a good guide-book of the readable description. Mr. Murphy is one of the few people who can manage this difficult undertaking successfully."

SENT POSTPAID ON RECEIPT OF  
PRICE BY

**L. C. PAGE & COMPANY**  
**BOSTON**  
**PUBLISHERS**

















UNIVERSAL  
LIBRARY



137 888

UNIVERSAL  
LIBRARY

